DEPARTMENT OF CITY PLANNING 100 LARKIN STREET SAN FRANCISCO, CALIFORNIA 94102

San Francisco City Planning Commission

Environmental Impact Report

SILVER VIEW TERRACE

Draft

EE 79.131

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Publication Date: 7 November 1980

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Written comments should be sent to Environmental Review Officer, 45 Hyde St., San Francisco, CA 94102

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I. SUMMARY

PROJECT DESCRIPTION

The proposed project would involve the construction of 120 single-family dwelling units in the southeast section of the City of San Francisco. The 11-acre project site in the Silver Terrace neighborhood is presently vacant, and is located on the hilltop known as Mount St. Joseph. The project would include the construction of streets and all utilities on the site and the provision of some landscaping. Entrance to the site would be from Newhall St. The estimated sales price would be $120,000 for each dwelling unit. In accordance with Section 1341 of the Subdivision Code (Chapter XIII, Part II of the San Francisco Municipal Code), 10% of the units would be reserved for low- and moderate-income purchasers.

ENVIRONMENTAL EFFECTS

LAND USE AND ZONING

The proposed project would be bordered on three sides by existing single-family houses, and on the fourth side by Newhall St., along which are located one- and two-family dwellings. The site is presently in an RH-1 (House, One-Family) zoning district, and the project would comply with the provisions of the City Planning Code pertaining to that district.

I. SUMMARY

COMMUNITY PARTICIPATION

Presentations of alternative projects for the site were made in late 1978 by the project sponsor to six neighborhood groups in the project area. The principal concerns expressed pertained to density, traffic, security and recreational opportunities. The expressed concerns have been responded to in the project design to the extent deemed feasible by the project sponsor.

URBAN DESIGN AND VISUAL ASPECTS

The project would modify the skyline of the site when seen from a distance, and would be visible from Newhall St. and other points in the immediate site vicinity. During the summer months, shadows cast by the proposed buildings would not affect neighboring buildings but would reach some rear yards bordering the site; during winter months, some houses on Bridgeview Dr. would be in shadows from the proposed development during a portion of the day.

COMMUNITY SERVICES

The construction and operation of the project would increase the demand for water, sewer service, solid waste disposal, recreation, and school services, and fire protection and emergency medical service; these demands could be met by existing systems in the area with no additional facilities or personnel required. No additional facilities would be required for police service.

ECONOMIC ASPECTS

The market value of the project, upon completion, would be $14.4 million, and it would generate an estimated $177,100 annually in property taxes. Public

service costs generated by the proposed project can be estimated on two bases. On a marginal basis, appropriate when no additional facilities or equipment for police, fire, recreation, school and other public services would be required, a fiscal benefit would accrue to the City and County as unused service capacities would be used and property tax revenues would increase. Using an average cost basis and presuming the project residents generate public service costs similar to those estimated for existing city residents, then a fiscal deficit would accrue as projected average municipal costs would exceed projected direct revenues.

The project would increase the housing supply affordable to middle- and upper middle-income San Francisco residents and residents moving into the City, and to a lesser degree, housing available to low- and moderate-income people.

TRAFFIC, CIRCULATION, PARKING AND TRANSIT

Temporary, construction-related traffic would include off-site hauling, principally via Bay View and Third Sts. by truck, of excavation spoils (estimated to be 20 round-trips per usual work day over a 13-week period) and mixed vehicular traffic during construction on-site (estimated to be 20 truck trips and 40 vehicle trips per usual work day). Following construction, the project would generate approximately 1,200 vehicle trips per day. This would result in increases in daily traffic volumes on Newhall, Bay View, and Venus Sts., and on Thornton and Topeka Aves. Left turns from Bay View St. and Revere St. onto Third St. would increase about 55%. Increased traffic volumes could decrease safety on narrow streets such as Venus St. and Topeka Ave. Two off-street parking spaces per unit would be provided to meet the average demand. During peak demand, overflow on-street parking could hinder emergency access to buildings and to fire hydrants. It is expected that the project would generate up to 120 daily transit trips on Muni bus lines serving the area.

AIR QUALITY

Short-term construction impacts would include the temporary generation of particulates (dust) which could exceed state standards at the construction

site and vicinity, and the generation of vehicular emissions, which would probably not increase the frequency of air quality violations. Long-term air quality impacts would primarily be associated with increased motor vehicle emissions. The project would increase the local emissions of hydrocarbons, carbon monoxide and particulates, impeding attainment of local air quality standards, but would have no measurable impact on citywide or regional concentrations nor on the frequency of violations of standards.

NOISE

During construction, noise levels at adjacent residences, and along construction traffic routes, would temporarily increase due to hauling of excavated spoils and because of construction at the site. Following construction, noise levels on-site would be within acceptable San Francisco noise ordinance standards for residential use. Additional traffic caused by the project would increase (L_{dn}) noise levels on areawide streets by less than three dBA.

ENERGY

The estimated connected electrical load at the proposed project would be about 2,400 kilowatts. The project would consume an average of 210,000 to 276,000 kilowatt-hours of electricity per month, and from approximately 300,000 to 1,380,000 cu. ft. per month of natural gas. Each unit would be separately metered.

GEOLOGY AND HYDROLOGY

A total of 16,000 cu. yds. or approximately 1,600 truckloads of earth material would be excavated and exported from the site. An increase in erosion potential would result from on-site construction. Following construction, stormwater runoff from the site would increase, with stormwater pollutants adding to the cumulative loading on sewage treatment facilities and to the discharge into receiving waters.

I. SUMMARY

VEGETATION AND WILDLIFE

Most of the existing trees on-site would be removed and all of the vegetation would be cleared, displacing mice and gophers. Landscaping would be provided on the site and street trees would be planted every 20 feet, principally with non-native species approved by the Department of Public Works. Development could reduce existing bird populations on the site temporarily, and result in a long-term increase in the proportion of songbirds, which are more tolerant of urbanized conditions.

GROWTH INDUCEMENT

An estimated 300 residents, at an average of 2.5 persons per unit, would live in the proposed project. The project would serve both existing San Francisco residents and residents moving into the City.

MITIGATION MEASURES

The proposed project is a revision of the original proposal in response to comments received at neighborhood meetings. The number of dwelling units was reduced from 250 to 120 to bring the project into conformity with the present RH-1 (House, One Family) zoning district. The dwelling units are all proposed to be single-family homes rather than mainly condominiums as was originally planned.

Mitigation measures committed to be part of the proposed project include making 10% of the dwelling units available to low and moderate income purchasers. A minimum street right-of-way of 50 ft. would be provided and a roadway width of 38 ft., four feet greater than required, would be established. Automatic garage door openers would be included in all units as a security measure. City, State, and Federal affirmative action programs would be adhered to in all aspects of project development. The proposed project entrance has been located at a point opposite Bay View St. rather than offset as originally proposed, thus creating a standard four-way intersection. Two off-street parking spaces would be provided in each unit to reduce the volume of on-street parking, and curb cuts would be arranged to allow about 36 feet for on-street parking between each pair of driveways.

During construction the site would be stabilized with dust-binders or sprinkled with water to reduce airborne particulates, and earthmoving activities would be suspended during periods of high wind. Temporary storage of fill and construction materials would be located in the center of the project site as far as possible from surrounding residences. Grading and site preparation would be carried out at one time, and as quickly as possible, to reduce the period during which surrounding residents are exposed to construction noise. Exposed slopes would be revegetated as soon as possible after grading to prevent erosion.

Measures under consideration by the project sponsors include the use of unbreakable glass on lower windows as a security measure, the inclusion of a pedestrian way between Road C and Road B at the southern end of the site to shorten the walking distance for residents on Road C to transit lines, and the selection of construction haul routes to minimize the number of residents exposed to truck traffic.

Among mitigation measures rejected by the project sponsors are the inclusion of commercial facilities in the project, on-site common recreation facilities, a locked security gate at the entrance, and an emergency vehicle access on the western side of the project site.

ALTERNATIVES

Alternatives considered include no project, incremental development by others, four 12-story condominium towers, a mix of townhouses and four-story condominiums, clustered townhouses, and public institutional uses.

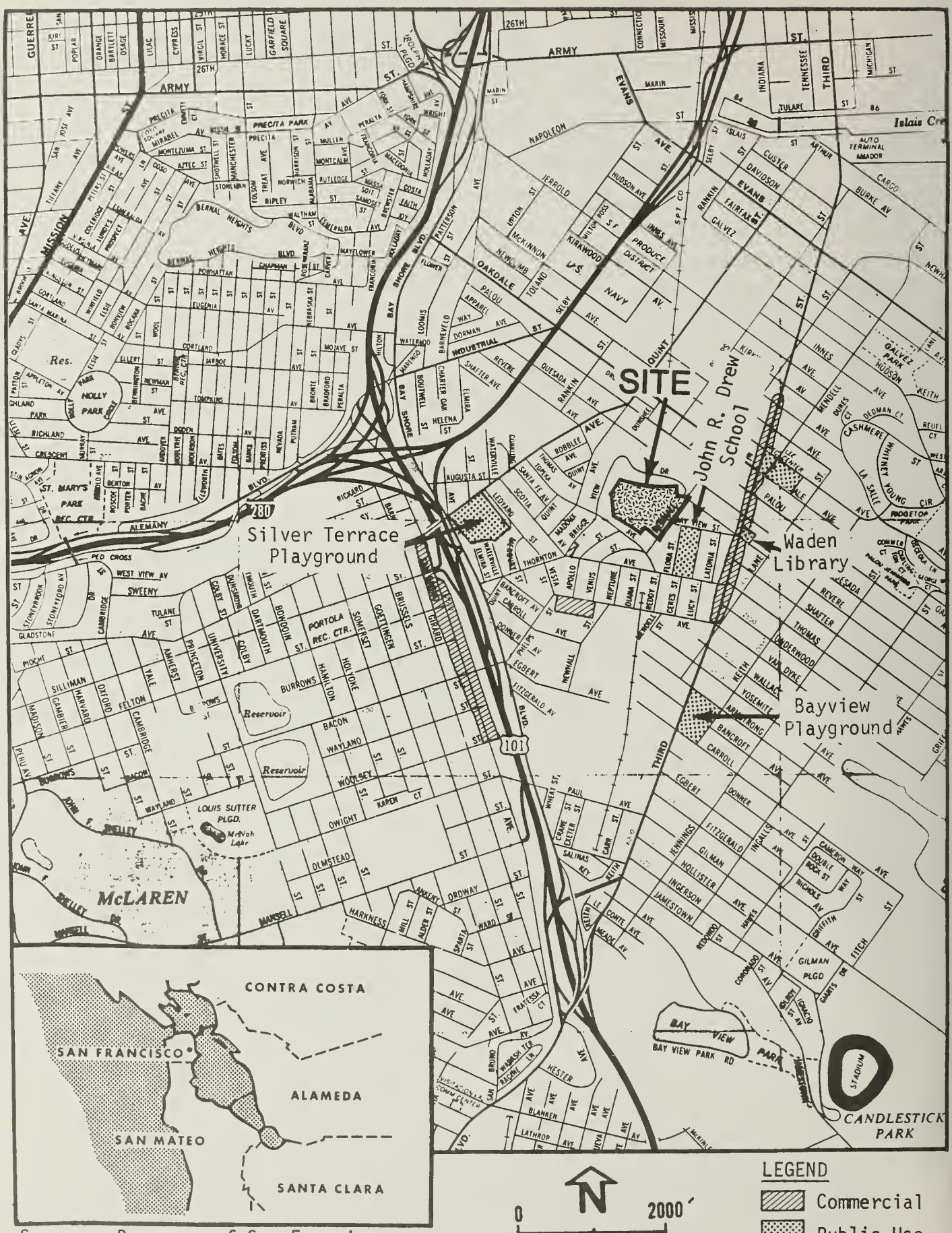
II. PROJECT DESCRIPTION

A. LOCATION OF THE PROPOSED PROJECT

The proposed project is located in the southeastern section of the City of San Francisco, approximately one-half mile southeast of the junction of the James Lick Freeway (U.S. 101) and the Southern Freeway (I-280) (see Figure 1). The 11-acre project site (Lot 2 in Assessor's Block 5335A) is situated on a hilltop in the Silver Terrace neighborhood. As shown in Figure 1, the site is generally bounded by Bridgeview Dr. on the north and west, Topeka Ave. on the south, and Newhall St. on the east.

B. OBJECTIVES OF THE PROPOSED PROJECT

The objective of the project sponsor is to provide detached single-family housing that responds to market demand and in its design utilizes the attributes of the existing terrain and viewsheds. The ultimate objective of the sponsor is to receive a fair return on invested capital.



Source: Base map of San Francisco reproduced by permission of the California State Automobile Association, copyright owner.

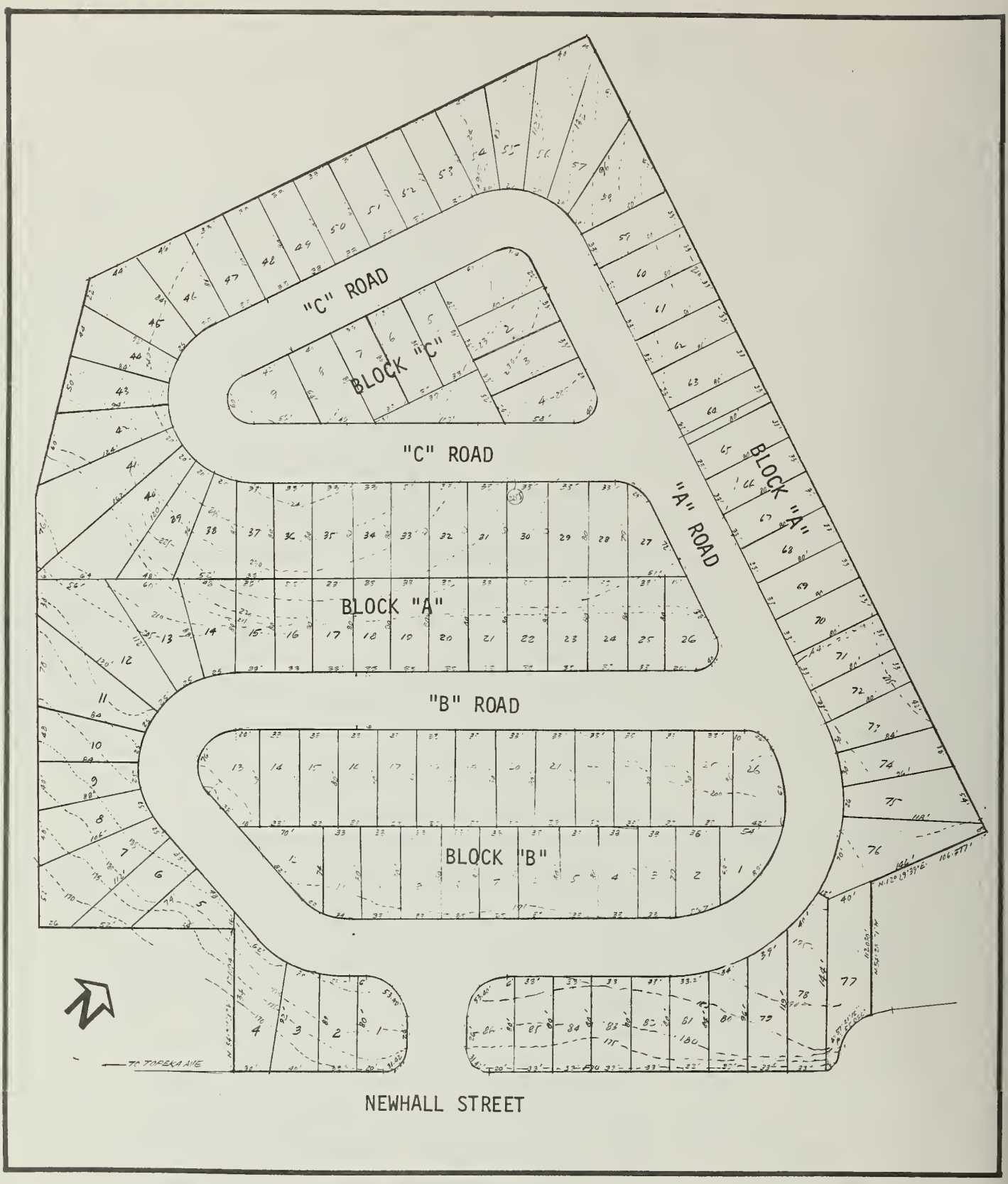
FIGURE 1 REGIONAL AND SITE LOCATION

C. SITE AND BUILDING PLAN

The proposed project would contain 120 detached, two-story dwelling units on lots of 2,640 sq. ft. or more with a typical width of 33 ft. and a minimum depth of 80 ft. The project site would be graded and improved with streets, curbs and sidewalks, lighting, utilities and landscaping. The street system would consist of two loop streets connected on the north side of the site by the entrance street leading into the site from Newhall St. (see Figure 2). The buildings would be arranged so that walls would be adjoining on one side lot line (zero lot line) and side yards of 8 to 12 feet would be adjoining on opposite side lot lines providing a space of 16 to 24 feet between each pair of buildings. Curb cuts would then be so arranged as to allow about 36 feet for on-street parking between each pair of driveways. The 36 feet could accommodate one standard and one compact vehicle. Variable front setbacks would be established where rear yards would be of sufficient depth to permit front yards as well. Approximately 40% of the units -- those on the edge of the site -- would have panoramic views of the City to the north or west, or of the San Bruno Mountains to the south. Differences in site elevations would be used to the extent feasible to provide views from interior lots as well. (A final grading plan has not been developed to date.)

The buildings have not been designed in detail, but are envisioned as two-story buildings with an average height of approximately 25 feet. Each one would have a two-car garage/1/ in front and a living or bedroom area on the remainder of the ground level, and a second-floor living or bedroom area. Roofs would be pitched rather than flat. Each unit would contain three bedrooms according to present intentions.

The sponsors of the proposed project are Silzanco, Inc. and Limmatt Corporation, San Francisco. John W. Leahy is the Project Manager. The project planners, architects, and engineers are Chin and Hensolt, Inc. of San Francisco.



SOURCE: Chin & Hensolt Engineers, Inc.

FIGURE 2: PROPOSED PROJECT SITE LAYOUT

D. PROJECT SCHEDULE, REQUIRED ACTIONS AND COSTS

The proposed development would be completed in two or more phases. In the first phase, lasting approximately one half year, all on-site improvements would be completed, including streets, curbs, lighting, sewer and water mains and telephone and cablevision lines. Subsequent phases, dependent upon the housing market, would be devoted to the construction and marketing of the dwelling units. Should a major portion of the proposed units be pre-sold, the construction of the entire project would be carried out during one phase, lasting approximately two years.

The site is in an RH-1 (House, One-Family) district, which permits one-family dwellings. Filing, public review, and approval of the tentative and final subdivision plans would be done in accordance with the provisions of the San Francisco Subdivision Code (Part II, Chapter XIII of the San Francisco Municipal Code) and of the State Subdivision Map Act. The cost to prospective buyers would be approximately $120,000 for each unit. The total estimated cost of construction, excluding marketing and sales expenses, would be approximately $13,500,000./2/

FOOTNOTES - Project Description

/1/ One off-street parking space per unit is required by Planning Code Section 151. A second space would be an accessory use permitted by Section 204.5(c) of the Planning Code.

/2/ John W. Leahy, written communication, 5 October 1979 and telephone communication, 11 September 1980. Prices are based on 1980-81 market rates.

III. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

The vacant 11-acre site, situated on the hilltop known as Mount St. Joseph, is surrounded on three sides by single-family row houses on 25-ft.-wide lots which adjoin or abut the site boundary. The only street abutting the site is Newhall St. on the eastern edge of the site. On the east side of Newhall St. north of Bay View St. there are some two-family dwellings. There are no vacant lots in the immediate vicinity of the site.

One block east of the site on Bay View, Flora, and Pomona Sts. is the Charles R. Drew Elementary School which is maintained by the San Francisco Unified School District. The nearest commercial facilities are on Third St., a community business district three blocks from the site. Other community facilities on or adjacent to Third St. include the Anna Waden branch of the San Francisco Public Library, the Joseph Lee Recreation Center and the Martin Luther King Swimming Pool operated by the Recreation and Park Department at the Bayview Playground (see Figure 1, p. 8), and several churches. Other commercial facilities in the vicinity include a corner neighborhood food store and dry cleaner at Bridgeview Dr. and Scotia and Thornton Aves., and a supermarket on Williams Ave. opposite Venus and Apollo Sts. The San Bruno Ave. community business district, west of the James Lick Freeway, also serves the Silver Terrace neighborhood.

Under the provisions of the City Planning Code, the project site is in an RH-1 (House, One-Family) zoning district, which is described as a House Character District in which one-family dwellings are permitted. The area east of Newhall St. and north of Bay View St. is within an RH-2, (House, Two-Family) district in which two-family dwellings are permitted (see Figure 3). To the north, west, and south, the project site is surrounded by single-family dwellings in an RH-1 zoning district. Industrial uses extend from Oakdale Ave. northward to Potrero Hill. East of Third St., major recent and projected residential development is in the Hunters Point Redevelopment Area on the Hunters Point Ridge.

B. CULTURAL AND HISTORIC ASPECTS

The San Francisco Archaeological Sensitivity Map,/1/ based on a citywide analysis of archaeological potential, indicates that the site is in an area where there is "no known potential for archaeological finds". The site was part of the Spanish land grant Rancho Rincon de las Salinas y Potrero Viejo, but was not intensively used during Spanish and Mexican occupancy./2/

From 1861 to 1976, the site served the Mount St. Joseph's Home, an orphanage for girls operated under the auspices of the Daughters of Charity./3/ The main three-story, three-wing building, containing 124,000 gross sq. ft., was built in 1911. Basketball and tennis courts were on the site as well as landscaped gardens. All of the development was on the directly accessible Newhall St. side of the site and occupied approximately one-half of the total site. The orphanage served approximately 160 girls at the peak of its operation. The orphanage ceased operations on the site in 1976, and the buildings were razed in 1978.

LEGEND ZONING DISTRICTS

P	PUBLIC USE
RH-1	HOUSE CHARACTER DISTRICT ONE FAMILY DWELLING
RH-2	HOUSE CHARACTER DISTRICT TWO FAMILY DWELLING
C-1	NEIGHBORHOOD SHOPPING
C-2	COMMUNITY BUSINESS
C-M	HEAVY COMMERCIAL
M-1	LIGHT INDUSTRIAL

FIGURE 3: EXISTING PLANNING CODE USE DISTRICTS ON THE SITE AND IN THE VICINITY

FOOTNOTES - Cultural and Historic Aspects

/1/ Department of City Planning, undated, San Francisco Archaeological Sensitivity Map.

/2/ U.S.G.S. Topographic Map, 7.5 Minute Quadrangle, San Francisco South, 1959.

/3/ San Francisco Chronicle, 1959, Hills of San Francisco, p. 64.

C. URBAN DESIGN AND VISUAL ASPECTS

Although only 245 ft. above the Bay at its highest point (City Datum),/1/ Mount St. Joseph is one of the visually prominent but lesser known hills of San Francisco. It rises above the industrial flatlands north of Oakdale Ave. and above the center of the Bayview district on Third St. east of the site. Its western slope down Silver Terrace to the James Lick Freeway and its southern slope down to the industrial district below Williams Ave. are more gradual, but from any angle, the project site is seen as the open crown atop tightly packed, terraced rows of dwellings. Beneath the hill, and obscured from view from the site, is a tunnel which carries the main railroad freight and passenger line of the Southern Pacific Transportation Company into San Francisco. The close spacing of the buildings below the site makes these structures the dominant visual element on the hillsides. There is no room for foliage except on the north side, between Bridgeview Ave. and Quesada Ave., where there is an open hillside where the steepness of the terrain has precluded the cultivation of gardens. Although this area consists of a part of the lots on either street, this unfenced, open grassy hillside presents an annual visual transition from green to yellow to brown to green.

Since the removal of the former structures from the site, the only skyline identifications remaining are a row of eucalyptus trees across the middle of the area which were originally planted as a windbreak, a large eucalyptus tree on the hilltop and single, scattered trees near Newhall St.

Just as the site can be seen from all directions, it affords a 360-degree view in all directions. To the north, beyond the Islais Creek industrial district and Potrero Hill, is the high-rise skyline of downtown San Francisco and of Nob and Russian Hills. To the east is the ridge of Hunters Point and San Francisco Bay, with Oakland and the East Bay hills in the distance. To the south are the hills of Bayview Park and McLaren Park and the 1,200-ft.-high ridge of the San Bruno Mountains beyond. To the west, the source of prevailing winds, are the Alemany Gap and the hills of Diamond Heights, Mount Davidson, and Twin Peaks.

Figures 4 through 7 present photographs taken on the site and in the immediate site vicinity. Figure 3a shows the location of the photographs.

FOOTNOTE - Urban Design and Visual Effects

/1/ The 0 elevation point in San Francisco Datum is 8.616 ft. above Mean Sea Level.

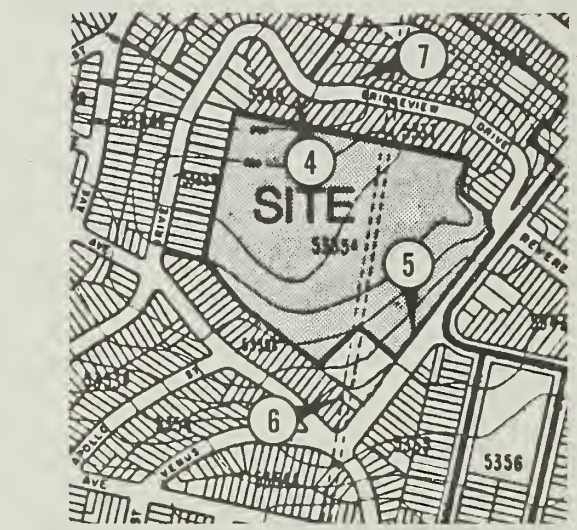


FIGURE 3a: LOCATION OF PHOTOGRAPHS IN FIGURES 4 - 7

FIGURE 4 : PHOTOGRAPH TAKEN ON THE NORTHWESTERN CORNER OF THE PROJECT SITE, LOOKING NORTHERLY.

FIGURE 5 : PHOTOGRAPH TAKEN ON THE EASTERN PORTION OF THE PROJECT SITE, LOOKING SOUTHEASTERLY.

FIGURE 6 : PHOTOGRAPH OF THE SITE VICINITY TAKEN AT TOPEKA AVENUE, LOOKING NORTHEASTERLY

FIGURE 7 : PHOTOGRAPH OF THE SITE VICINITY AND THE NORTHWESTERN PORTION OF THE PROJECT SITE, TAKEN FROM BRIDGEVIEW DRIVE LOOKING SOUTHERLY.

D. COMMUNITY SERVICES AND UTILITIES

The proposed project site is located in the Southeast Police District of the City and County of San Francisco in Reporting Areas 22 and 924. The nearest station is the Southeast Police Station at 20th and Third Sts. The proposed project site is in a Southeast District radio patrol car sector, which is staffed 24 hours a day. The nearest foot beat is on Third St., which may or may not be staffed, depending on availability of personnel./1/

Fire protection is provided to the project site by the San Francisco Fire Department. The nearest fire station (No. 17) is located at Shafter Ave. and Ingalls St. east of Third St. The nearest fire alarm box is located at Newhall and Bay View Sts. near the site entrance. The nearest hydrants are on Newhall St. at Bay View and Revere Aves./2/

The closest ambulance station is located at San Bruno and Silver Aves. and the closest hospital (Mission Emergency) at 23rd and Vermont Sts.

Water service to the project site has been provided in the past by the San Francisco Water Department. An existing twelve-inch water main which extends along the western side of Newhall St. on the project border would serve the project./3/

The combined domestic wastewater and stormwater runoff from the proposed project site has been disposed of via eight-inch sewer mains located beneath the centerline of Newhall St. No unusual drainage problems or odor complaints have been recorded by the San Francisco Department of Public Works in the vicinity of the proposed project./4/

Public schools in the project site vicinity include the Charles R. Drew Elementary School, at Bayview and Pomona Sts.; Pelton Middle School on Conkling St. near Silver Ave.; and the Woodrow Wilson High School on Mansell St. Parks and recreation areas in the vicinity include the Joseph Lee Recreation Center (Oakdale Ave. and Third St.) which has tennis courts, a gymnasium and baseball fields; the Silver Terrace playground (Bayshore Blvd.

and Silver Ave.) with basketball courts and baseball fields; and the Martin Luther King Swimming Pool at Third St. and Carroll Ave. Figure 1, p. 8, identifies the areas of public use./5/

FOOTNOTES - Community Services and Utilities

/1/ Chief C. Gain, City and County of San Francisco Police Department, written communication, 10 July 1978.

/2/ Chief R. Rose, San Francisco Fire Department, Planning and Research Division, written communication, 10 January 1979.

/3/ J.E. Kenck, Manager, City Distribution Division, San Francisco Water Department, written communication, 10 July 1978.

/4/ J.M. dela Cruz, Section Engineer, City and County of San Francisco, Department of Public Works, Bureau of Sanitary Engineering, written communication, 1 August 1978.

/5/ D. Franklin, Area Supervisor, City and County of San Francisco, Recreation and Park Department, telephone communication, 26 October 1978.

E. ECONOMIC ASPECTS

PUBLIC REVENUES

The 11-acre property has a 1980-81 assessed valuation of $268,750 which is 25% of the Assessor's appraised market value of $1,075,000.

The proposed 1980-81 composite tax rate is $4.92 per $100 of assessed value, of which $4 is the maximum rate permitted by Proposition 13 (Article XIII A, California Constitution), and $.92 is a combined rate for payment of principal and interest on outstanding bonds of the City and County, San Francisco Unified School District, and BART. At the 1980-81 tax rate the vacant site will generate $10,750 in total property taxes and $2,470 in bond repayment.

PUBLIC COSTS

The vacant project site requires minor community services at present. The City and County provides police and fire protection; maintenance, cleaning and lighting of the public streets providing access to the site; and maintenance of the drainage system which receives existing stormwater runoff from the site.

Costs of providing these services have not been quantified. No costs are incurred by the School District, BART or the Bay Area Air Quality Management District, the other jurisdictions which will receive property taxes now that the site is no longer tax exempt.

NET FISCAL EFFECT

The unoccupied project site, requiring minimal public services, can be considered a net fiscal benefit to the City and County in that it provides more in taxes than it receives in services. The site has no fiscal effect on other local government agencies and districts.

COMMERCIAL ACTIVITY IN VICINITY OF THE PROJECT SITE

Two community commercial areas are used by residents in the vicinity of the project site for convenience shopping (see Figure 1, p. 8, and Figure 3, p. 14, areas designated C-2). San Bruno Ave., west of the James Lick Freeway (U.S. 101) and paralleling it, is a compact, fully developed, stable community shopping area about five blocks long (0.3 mile). Despite the freeway, which might otherwise be a natural boundary of the convenience shopping trade area, many residents who live east of the freeway shop on San Bruno Ave. It attracts shoppers primarily because it contains a mix of retail sales and eating and drinking establishments, as well as banks and a variety of professional services such as insurance and accounting./1/

Commerce on Third St., the major artery in the South Bayshore Community Planning District, extends over two miles with about 60 retail outlets interspersed with industrial and residential development. Third St. has been identified in various studies to be in need of rehabilitation and revitalization. The most recent, the Bayview-Hunters Point Neighborhood Improvement Plan, states that Third St. has "an image of mixed uses, of underdevelopment and of deferred maintenance," and that it "is not a glamour street, and should not be expected to become one". It also states, "However, it does have solid potential for residential and commercial rehabilitation and development."/2/ The report cites a 1975 Department of City Planning estimate that over half of the retail shops on Third St. were in need of repair and 16% were beyond repair.

A commercial revitalization program is currently being implemented by the Bayview-Hunters Point Non-Profit Development Corporation on Third St. between McKinnon and Revere Aves. Since the program began in 1978, approximately 10 commercial businesses have made structural and electrical repairs and facade improvements. Continued funding for this program in the future is uncertain at this time./3/

FOOTNOTES - Economic Aspects

/1/ W. Kellar, Bayview-Hunters Point Non-Profit Development Corporation, 9 September 1978, and D. Pittman, Environmental Science Associates and area resident, 11 September 1978, personal communications.

/2/ Dukes-Dukes and Associates, Inc., Bayview-Hunters Point Neighborhood Improvement Plan, undated (post 1975), for Bayview-Hunters Point Non-Profit Development Corporation, pp. 53-54.

/3/ S. Evans, Director, Bayview-Hunters Point Non-Profit Development Corporation, telephone communication, 4 September 1980.

F. TRAFFIC, CIRCULATION, PARKING, AND TRANSIT

The entrance street to the site is on Newhall St. at Bay View St. (see Figure 2, p. 10). Third St., a major north-south thoroughfare approximately two blocks east of the site, is reached directly from the site via Bay View St. To the south, Thornton Ave. functions as a residential collector street connecting Third St. with Bayshore Blvd.; it is reached from the site via Newhall and Venus Sts. and provides a route to the U.S. 101 ramps one block south of Silver Ave. Topeka Ave. and Bridgeview Dr. encircle the site on the south, west and north; Palou Ave. is an east-west route to Third St. or Silver Ave., reached from the site via Newhall St.

With the exception of Third St., all the streets in the project vicinity are residential streets, with parking permitted on both sides, and are less than 40 ft. wide between curbs. Most streets have sections with grades of 10 to 15%, and some have grades in excess of 15%. On some streets it is not possible for two oncoming vehicles to pass each other without one of the vehicles being moved toward the curb.

With the exception of Venus St., which is one-way southbound between Topeka and Thornton Aves., streets in the site vicinity are two way. The intersections of Newhall St. with Bay View St., Thornton Ave. with Venus St., and Newhall St. with Bridgeview Dr. and Revere Ave. are presently uncontrolled, that is, they have neither stop signs nor signals. Other intersections in the immediate site vicinity are controlled by stop signs./2/

Third St. is a six-lane thoroughfare without left-turn pockets. Traffic signals control the intersections of Third St. with Bay View St./Revere Ave., Quesada Ave., Palou Ave., and Oakdale Ave. There is no special "Walk-Don't Walk" pedestrian signal at Third and Bay View Sts.

The James Lick Freeway (U.S. 101) serves the area of the proposed project by way of on- and off-ramps located south of Silver Ave. on Bay Shore Blvd. and San Bruno Ave., several blocks west of the site. Signals are located at the ramps and Bay Shore Blvd., at Bay Shore Blvd. and Silver Ave., and at Silver and San Bruno Aves.

Approximate existing traffic volumes on various streets in the project area, shown in Figure 14, p. 52 were obtained from the City's Division of Traffic Engineering and estimated from intersection turning movement analyses. Newhall St. now carries approximately 1,000 trips per day, or about one car every 35 seconds during the peak hour. Similar low traffic volumes prevail on Bay View and Venus Sts., Thornton Ave., and other local residential streets. Under these conditions, notable delays do not occur at intersections at any time of the day; motorists normally accept gaps as small as 4-6 seconds when traversing or turning onto a cross-street. The signalized Bay View St.-Revere Ave.-Third St. intersection is presently operating at level of service A /3/ (see Table 1, p. 25), with only occasional delays during the peak traffic hour of 4-5 P.M. At times it is difficult to turn left to enter Third St. except at signalized intersections because of the steady flow of traffic on Third St.

Narrow street widths and steep grades, in conjunction with on-street parking and speed controlling bumps, cause traffic to move at a slower-than-average speed in the project vicinity. Parked vehicles constitute a safety hazard for motorists and pedestrians. The line of sight at intersections in the neighborhood can be partially blocked by cars parked at curbside near the corners. Students at the Charles Drew Elementary School can be hidden from view by parked cars as they step into the crosswalks along Bay View St.

Transit service in the area is provided by the San Francisco Municipal Railway (MUNI). Route #54 is a feeder route which serves the project vicinity as close as one block south of the project site by way of Williams Ave., Reddy St., Topeka Ave., Bridgeview Dr., Thornton Ave., Vesta St., Phelps St., and Bacon St. It connects with the #15 bus on Third St. at Williams Ave. and with the #25 and #30X bus routes on San Bruno Ave. Under the MUNI Five-Year Plan of Transit Improvements, the #54 route is intended to be merged with the #81

TABLE 1: LEVELS OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS/4/

Level of Service A

Level of service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent.

Level of Service B

Level of service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.

Level of Service C

Level of service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.

Level of Service D

Level of service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.

Level of Service E

Capacity occurs at level of service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting up-stream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operation can generally be described as poor.

Level of Service F

Level of service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.

route in 1981 and provide service to the Balboa Park Station of BART. The #15, #25, and #30X routes are radial lines serving Downtown. Third St. is two blocks from the project entrance at Bay View and Newhall Sts. Route #44, a crosstown route connecting the Bayview District with the Richmond District in accordance with the MUNI Five-Year Plan of Transit Improvements, also connects with Third St. and San Bruno Ave. by way of Palou St., three blocks from the project entrance, and Silver Ave. It also connects with the radial BART line at the Glen Park Station and with the Muni Metro at the Forest Hill Station. Silver Ave. is the only street in the vicinity used by the crosstown and feeder routes which is classified as a secondary thoroughfare by the Transportation Element of the San Francisco Comprehensive Plan./5/ The portions of Thornton Ave., Bridgeview Dr. and Topeka Ave. which are used by the #54 bus have roadway widths of 30 ft.

Fourteen coaches of the Route 54 line pass Newhall St. at Thornton Ave. during the evening peak from 4 P.M. to 6 P.M. The total capacity of these buses is 672 seated passengers plus 336 standees.

About 30 coaches on Route 44 pass Newhall St. on Palou Ave. during the 4 P.M. to 6 P.M. evening peak. These peak-period coaches have a seated capacity of 1,440 passengers plus 720 standees. The ridership factor on these new routes, which were established on 10 September 1980, will be monitored by MUNI.

The #15 route on Third St. has 28 coaches scheduled to pass the Bay View-Revere intersection between 4 and 6 P.M. Combined, these peak-period coaches have a capacity - in the outbound direction - of 672 seated passengers plus 336 standees.

The #25 route has 112 coaches passing Silver Ave. on San Bruno Ave. between 9 A.M. and 6 P.M. Peak period outbound coaches are scheduled to accommodate 576 seated passengers and 288 standees. The 30X route has 110 coaches passing the same point with a peak-period outbound capacity of 816 seated passengers plus 408 standees.

Third St. and Bayshore Blvd. are classified as major thoroughfares by the Thoroughfares Plan of the Transportation Element,/6/ and Third St. and Bayshore Blvd. are designated as streets to be improved as bicycle routes by the Bicycle Plan of the Transportation Element.

FOOTNOTES - Traffic, Circulation, Parking, and Transit

/1/ Traffic counts and other observations used in this section, except for transit, are based on an investigation performed by D.K. Goodrich, traffic consultant.

/2/ Of those intersections controlled by one or two-way stop signs, approaches not stopped are Thornton Ave. at Newhall and Venus Sts., Topeka Ave. at Bridgeview Dr., and Palou Ave. at Newhall St. The Thornton Ave. intersection with Scotia Ave. and Bridgeview Dr., and with Apollo St. are contolled by 4-way stop signs.

/3/ Third St. is divided, with three 10-foot traffic lanes in each approach to the intersection with Bay View St. and Revere Ave. There is curbside parking along each approach to the intersection. Lane capacities, adopted from pp. 136 and 139 of the Highway Capacity Manual (TRB, 1965), were assumed to be 1,200 vehicles per hour of "green" for all approach lanes treated in a critical movements summation analysis (McInerney and Petersen, 1971). The existing critical movements during the P.M. peak hour of 4-5 P.M. were found to consist of 870 vehicles southbound opposed by 54 northbound left turns, and 114 vehicles eastbound opposed by 42 westbound left turns. These counts were made on 24 November 1978. Project trips were assigned in accordance with Figure 14, using factors of 65% for outbound trips, 35% for inbound, and 10% of average daily traffic for the peak hour.

/4/ Source: Traffic Engineering Division, Bureau of Engineering, Department of Public Works.

/5/ Adopted by Resolution No. 6834 of the City Planning Commission on April 27, 1972. Secondary thoroughfares are "primarily intradistrict routes of varying capacity serving as collectors for the major thoroughfares."

/6/ Major thoroughfares are "cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways."

G. CLIMATE AND AIR QUALITY

San Francisco's air quality, in general, is the least degraded of all the developed portions of the Bay Area. The prevailing westerly and northwesterly winds tend to carry pollutants from the City to the East Bay and South Bay. The Bay Area Air Quality Management District (BAAQMD; formerly the Bay Area Air Pollution Control District, BAAPCD) operates two air quality monitoring stations in San Francisco. The Potrero station is closest to the site, approximately 1.5 miles to the north. A three-year summary of the data collected at this station and the corresponding air quality standards appears in Table 2, p. 29.

Annual variations of pollutant concentrations and excesses of standards are due to a combination of meteorological factors and pollutant emissions. Although emissions have been decreasing and are expected to continue to do so in the near future, meteorological conditions have caused air quality data to fluctuate as shown in Table 2. A total of 3 excesses of the carbon monoxide and suspended particulate/2/ standards occurred in 1979, compared with 5 in 1978 and 6 in 1977.

Air quality at the Potrero station is generally similar to that at the downtown Ellis St. station with the exception of particulate, which generally exhibits higher concentrations and more frequent excesses of standards at Potrero. This probably reflects particulate emissions from various industrial processes in the southeastern San Francisco area.

FOOTNOTES - Climate and Air Quality

/1/ CO (Carbon Monoxide): A clear, odorless gas which in high concentration can cause dizziness, unconsciousness, and even death. The major source of carbon monoxide is the automobile. High concentrations of carbon monoxide are mainly a local problem, occurring near areas of heavy auto traffic when ventilation is poor.

/2/ Suspended Particulates: Liquid or solid particles suspended in the air. Much of this particulate matter may be of natural origin; in industrialized areas man-made varieties are more prevalent.

TABLE 2: SOUTHEAST SAN FRANCISCO AIR POLLUTANT SUMMARY 1977-1979

STATION: 900 23rd St., San Francisco

POLLUTANT	Standard	1977	1978	1979
OXIDANT (Ozone, O_3)				
1 hour concentration (ppm)/a/				
Highest hourly average	(0.08) 0.12/b,c/	0.06	0.11	0.10
Number of standard violations		(0) 0	(1) 0	0
Expected Annual Excess/c/		0.0	0.0	0.0
CARBON MONOXIDE (CO)				
1 hour concentration (ppm)				
Highest hourly average	35/b/	16	16	17
Number of standard excesses		0	0	0
8 hour concentration (ppm)				
Highest 8-hour average	9/b/	9.5	13.8	9.9
Number of standard excesses		3	1	1
NITROGEN DIOXIDE (NO_2)				
1 hour concentration (ppm)				
Highest hourly average	0.25/c/	0.18	0.20	0.11
Number of standard excesses		0	0	0
SULFUR DIOXIDE (SO_2)				
24 hour concentration (ppm)				
Highest 24-hour average	0.05/d/	0.019	0.013	0.013
Number of standard excesses/e,f/		0	0	0
TOTAL SUSPENDED PARTICULATES (TSP)				
24 hour concentration (ug/m^3)/g/				
Highest 24-hour average	100/d/	122	122	156
Number of standard excesses/f/		3	4	2
Annual concentration (ug/m^3)				
Annual Geometric Mean	60/d/	56	50	49
Annual excess		No	No	No

/a/ ppm: parts per million.
/b/ National standard, not to be exceeded more than once per year (except for annual standards which are not to be exceeded).
/c/ The national ozone standard was revised from 0.08 ppm to 0.12 ppm in January 1979. The number of excesses shown in parentheses is of the 0.08 ppm standard in effect at the time. Expected Annual Excess is a three-year average of annual excesses of the new 0.12 ppm standard.
/d/ California standard, not to be equaled or exceeded.
/e/ The sulfur dioxide standard is considered to be exceeded only if there is a concurrent excess of the state ozone or suspended particulate standards at the same station. Otherwise, the national standard of 0.14 ppm applies.
/f/ Number of observed excess days (measurements taken once every six days).
/g/ ug/m^3: micrograms per cubic meter.
SOURCE: BAAQMD, 1977 - 1979, Contaminant and Weather Summaries.

H. NOISE

The site is quiet for an urban area, having a day-night noise level (L_{dn})/1/ below 55 dBA./2/ This is below the maximum acceptable sound level for residential land uses, which is an L_{dn} equal to 60 dBA, as identified in the Transportation Noise section of the Environmental Protection Element of the San Francisco Comprehensive Plan./3/ Listed in Table 3 are approximate noise levels for the site estimated from spot (10-minute) noise measurements taken by Environmental Science Associates on Tuesday, 11 July 1978 at 4:10 p.m. (peak-traffic hour) at the top of the site near the lone eucalyptus tree.

TABLE 3: MEASURED NOISE LEVELS ON THE PROJECT SITE

Noise Level	dBA
Background (L_{90})/4/	51
Median (L_{50})	53
Intrusive (L_{10})	55
Day-Night (L_{dn})	52
Single Noise Events	
Jet Planes (2 measured)	70
Helicopter (1 measured)	64

L_{90} describes the noise level equaled or exceeded 90% of the time.

The Plan for Transportation Noise Control/3/ data base was used to determine the L_{dn} on-site, rather than the 10-minute peak-hour survey referred to in Table 2.

Aircraft noise at the site is irregular. The site is outside the 60 dBA Community Noise Equivalent Level (CNEL)/4/ contour of San Francisco International Airport. As noted in the above table, single-noise events reach 70 dBA, but do not raise the intrusive noise level (L_{10}) above 55 dBA.

A comparative evaluation of noise levels in dBA and their human effects is shown in Table 4./5/ The point at which noise begins to harm hearing is 70 dB. To the ear, each 10 dB increase seems twice as loud.

TABLE 4: COMPARATIVE EVALUATION OF NOISE LEVELS/5/

Common Sounds	Noise Level (dB)	Effect
Carrier deck jet operation; Air raid siren	140	Painfully loud
	130	
Jet takeoff (200 feet) Thunderclap Discotheque Auto horn (3 feet)	120	Maximum vocal effort
Pile drivers	110	
Garage truck	100	
Heavy truck (50 feet) City traffic	90	Very annoying Hearing damage (8 hours)
Alarm clock (2 feet) Hair dryer	80	Annoying
Noisy restaurant Freeway traffic Man's voice (3 feet)	70	Telephone use difficult
Air conditioning unit (20 feet)	60	Intrusive
Light auto traffic (100 feet)	50	Quiet
Living room Bedroom Quiet office	40	
Library Soft whisper (15 feet)	30	Very quiet
Broadcasting studio	20	
	10	Just audible
	0	Hearing begins

FOOTNOTES - Noise

/1/ L_{dn} is an equivalent sound level that weights nighttime noise, which would interfere with sleeping, more heavily.

/2/ A dBA is the measure of sound in units of decibels (dB). A decibel is the standard measure of noise representing a physical, logarithmic unit of loudness. The "A" denotes the A-weighted scale which simulates the response of the human ear to various frequencies of sound.

/3/ City and County of San Francisco, 1974, Environmental Protection Element, Plan for Transportation Noise Control, City Planning Commission Resolution 7244, 19 September 1974.

/4/ The CNEL (Community Noise Equivalent Level) is a 24-hour average level adjusted to an equivalent level with a weighting applied to noise occurring during the evening (7 to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) hours to account for the lower tolerance of people to noise during those periods.

/5/ Source, EPA, February 1977, Noise and Its Measurement.

III. ENVIRONMENTAL SETTING

I. GEOLOGY AND HYDROLOGY

GEOLOGY

The project site is at the top of one of the many hills in the City and County of San Francisco. On-site elevations vary from about 170 ft./1/ to 245 ft. The southeast portion of the site, which is separated from the higher, northern portion of the site by a row of eucalyptus trees, varies in elevation from 170 to 200 ft. Much of this area is flat. Steep faces border portions of the site, with most slopes ranging from 30 to 40%. The topography of the northwestern portion of the site, above the row of eucalyptus trees, is more varied. Along the steeply inclined edges of the site, slopes average 50 to 55%.

Most of the site is underlain by interbedded sandstone and shale of the Franciscan Formation./2/ The sandstone is a graywacke, an aggregate of angular rock fragments of all sizes, but predominately fine to medium grains. The type of surface soil which usually develops from the weathering of this type of rock is a sandy silty clay. This tends to be highly plastic and swells when wet, and tends to shrink and crack when dry. Between the surface soil and the unweathered bedrock there is mixed weathered rock and soil which has developed from the alteration of the bedrock by chemical and mechanical activity.

The southeast section of the site is covered by Quaternary deposits designated as slope debris and ravine fill./3/ This material is unconsolidated debris probably formed from the weathering of underlying material. The sediment is a mixture of angular rock fragments surrounded by sand, silt and clay./2/

A brick-lined Southern Pacific tunnel passes through the hillside beneath the site, approximately 190 ft. below the surface. The tunnel is approximately 2,400 ft. in length and carries two tracks.

SEISMICITY/4/

The proposed project site is located within an active seismic area. The three major active faults in the area are the San Andreas Fault, which passes about 8 miles west of the site, beneath the Pacific Ocean; the Hayward Fault, which parallels the Berkeley Hills and passes about 10 miles east of the site; and the Calaveras Fault which runs about 25 miles east of the site. All of these faults have been active historically. The Hayward and the Calaveras Faults could produce earthquakes of a Richter magnitude greater than 7./5/ This could occur once every 10 to 100 years. The San Andreas Fault could produce the most intense seismic event, which would be similar to the 1906 San Francisco earthquake and have a Richter magnitude of greater than 8, and could occur once every 100 to 1,000 years./6/

HYDROLOGY

San Francisco receives an average of about 20 inches of precipitation per year, about 90% of which occurs during the six-month period from November through April./7/ No streams or other natural water bodies are found on the site.

A couple of sets of stairs, a graded road, an old asphalt court and a few other small former building areas are the only existing impervious surfaces on the site. Runoff is conveyed via a combined stormwater and sewage system, and flows to the Southeast Water Pollution Control Plant for treatment and then into the Bay.

FOOTNOTES - Geology and Hydrology

/1/ All elevations are given in San Francisco datum.

/2/ M.G. Bonilla, Preliminary Geologic Map of the San Francisco South Quadrangle and part of the Hunter's Point Quadrangle, California. Miscellaneous Field Studies Map MF-311, U.S. Department of the Interior, Geological Survey 1971.

/3/ Julius Schlocker, 1974, Geology of the San Francisco North Quadrangle, California, U.S. Geological Survey Professional Paper 782.

/4/ This section was developed through use of URS/John A. Blume & Associates, Engineers, 1974, San Francisco Seismic Safety Investigation, 1974.

/5/ The Richter Scale is a logarithmic scale developed by Charles Richter to measure earthquake intensity magnitude by the energy released, as opposed to earthquake intensity as determined by effects on people, structures, and earth materials.

/6/ Blume, John A., 1974, San Francisco Seismic Safety Investigation, Geologic Evaluation.

/7/ National Oceanic and Atmospheric Administration Climatological Data - Annual Summary - California, 1977.

J. VEGETATION AND WILDLIFE

Most of the proposed project site has been previously disturbed by past development; the access road, building foundations, trees and other landscaping still remain on the site. There are scattered remnants of the previous formal gardens. A row of eucalyptus trees is prominent in the approximate center of the site. Grasses and weedy plants have reclaimed disturbed areas and are prominent on the hill west of the eucalyptus trees. The site is windy and has relatively shallow well-drained soil, which limits the kinds of plants which will grow there.

Dove, pigeon, finch, sparrows, house mice, gophers, feral cats and probably rats live and feed in the grasses, weeds and rubble. During site investigations, several pairs of American kestrels (sparrow hawks) were observed roosting in the eucalyptus trees and catching mice on the site. It is probable that both songbirds and the kestrel use the site during migration.

No rare or endangered species of plants or animals were observed on the site or appear to be likely there.

IV. ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

A. LAND USE, ZONING, AND COMMUNITY PARTICIPATION

LAND USE AND ZONING

The project site is surrounded on three sides by developed parcels and has frontage only on Newhall St. which forms the eastern border of the site. The on-site streets would be approached via a single street which would enter the site from Newhall St. opposite Bay View St. (see Figure 2, p. 10).

The proposed project would have a density of 11 dwelling units per gross acre or 15 units per net acre, excluding roadways. The average lot size would be above the minimum required area of 2,500. The houses would be sited one adjacent to another on one side lot line (the zero lot line arrangement) and would have side yards of a variable width, but not less than 8 feet at any point, on the opposite side of the lot. The houses would have two-car garages at the street level and the remainder of the ground level would be devoted to living and dining areas or to bedrooms and baths. The second floors, topped by pitched roofs, would consist of either bedrooms and baths or living and dining areas. The average building height would be approximately 25 ft.; (35 ft. is the present height limit in the RH-1 zoning district). Rear yards would have a minimum depth, as required by Section 134(a) 1. of the Planning Code, of 25% of the total depth of the lot, but not less than 15 ft. There would be no common open space or park area.

IV. ENVIRONMENTAL IMPACTS

The project would have a self-contained character because of its elevated topography and the girdle of existing buildings surrounding the site on three sides, but it would face its neighboring community on Newhall St., which contains both houses and flats.

The project as proposed is designed to comply with all lot size, height, coverage, and side and rear yard provisions of the RH-1 District as required by the City Planning Code./1/ Driveways would be placed so as to maximize the number and size of on-street parking spaces available, in accordance with Section 155(h) of the Code.

LOW AND MODERATE INCOME HOUSING

Section 1341 of the Subdivision Code (Chapter XIII, Part II, San Francisco Municipal Code) requires that: "In projects with fifty (50) or more units the subdivider shall make available ten percent (10%) of the units for low and moderate income occupancy provided that the City Planning Commission finds that governmental subsidies for such occupancy are available to the subdivider." This would require that 12 units be made available at less-than-market prices to eligible buyers provided that subsidy funds are available to the project sponsor. This has been agreed to by the project sponsors./2/

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The project would comply with Objective 2 of the Plan for Residence, adopted as a part of the Comprehensive Plan by Resolution 7417 of the San Francisco City Planning Commission on December 11, 1975. This objective would "encourage new residential development only when it preserves or improves the quality of life for residents of the city and provides needed housing opportunities." It would comply with Policy 1 of this objective: "In existing residential neighborhoods, ensure that new housing relates well to the character and scale of surrounding buildings and does not reduce neighborhood livability." The site is a vacant site not designated for open space. In a series of community meetings, preference was expressed by neighbors in the vicinity of the project for single-family houses. The

project would also comply with the pertinent portion of Policy 2 of this objective: Encourage the conversion of underused non-residential land to residential use...." This could be done without overburdening existing services and facilities. The project sponsors contend that it is their intent to comply with Policy 5 of this objective: "Promote development of well-designed housing."

The project would comply with Objective 3 of the Plan for Residence which would "provide pleasant residential environments that meet the needs of residents" and Policy 1: "Support housing with adequate public improvements, services and amenities."

COMMUNITY PARTICIPATION

Presentations of preliminary alternative plans for the site were made by the project sponsor to six neighborhood groups in the South Bayshore community during September 1978./3/ These groups included the Bayview-Hunters Point Coordinating Council, the Bayview-Hunters Point Non-Profit Community Development Corporation, the Bayview Ministerial Alliance (now the Bayview Baptist Ministers Fellowship), the McKinnon Avenue Club, the Shafter Avenue Club, and the Triangle Club, representing the area opposite the site and east of Newhall St. towards Third St. Most of the groups expressed a preference for single-family dwellings, as now proposed, /3/, /4/, rather than medium-rise condominiums as previously proposed, and expressed concern about pedestrian and vehicular traffic.

FOOTNOTES - Land Use, Zoning and Community Participation

/1/ Part II, Chapter II, San Francisco Municipal Code.

/2/ John W. Leahy, letter to Rai Okomoto, Director of Planning, 14 March 1980.

/3/ D. Holmen, Principal, Douglas Holmen Associates, letter communications, 22 and 27 September 1978.

/4/ Alex Pitcher, Chairman, Steering Committee, the Triangle Club, telephone conversation, 27 August 1980.

B. CULTURAL AND HISTORIC ASPECTS

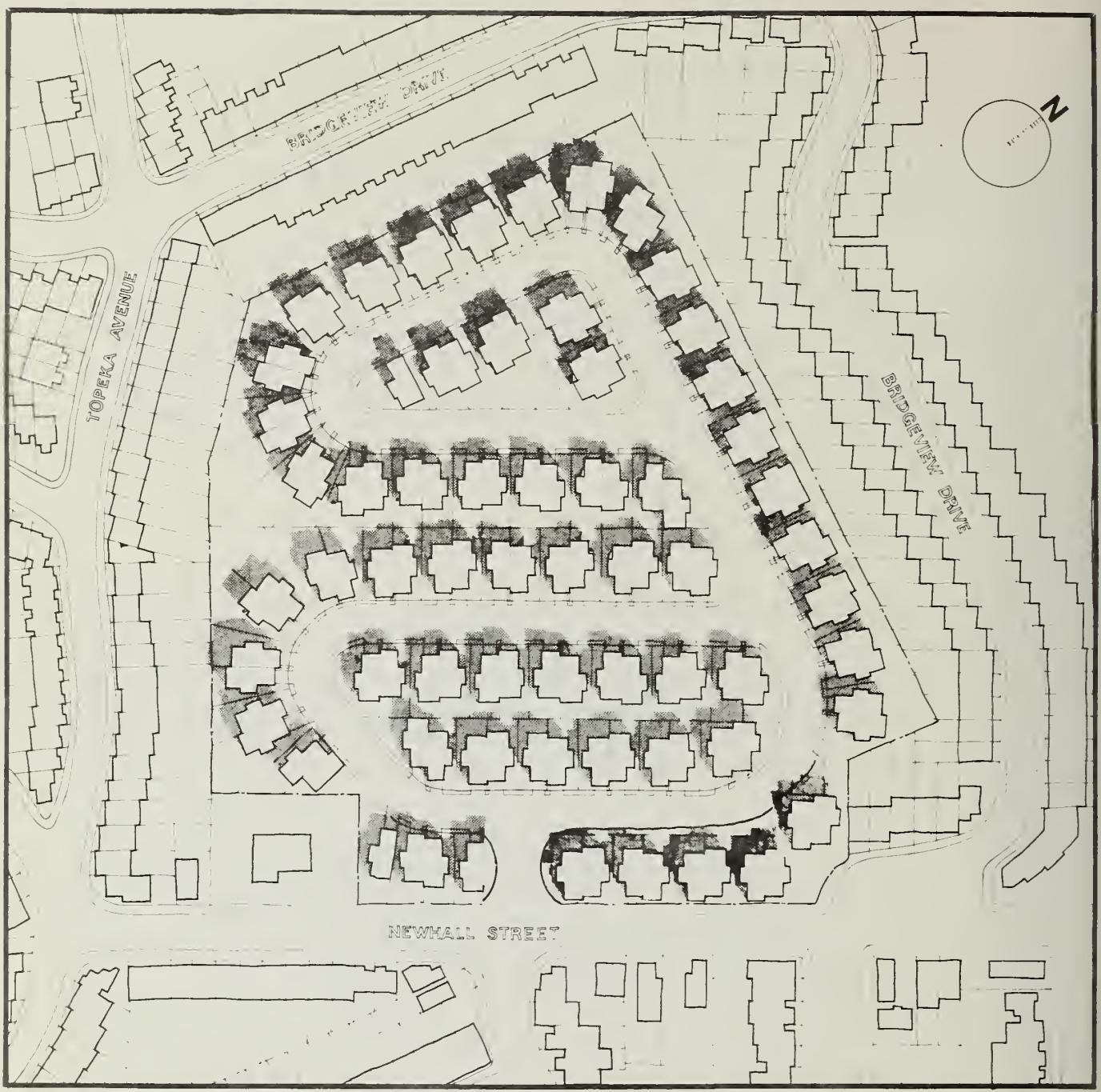
As the project site is in an area where there is no known archaeological resources (see Section III.B, p. 12), it is unlikely that the project would have any impacts on archaeological resources.

Nothing remains on the site from its prior use as an orphanage except the windbreak row of eucalyptus trees, a few scattered trees, a graded road, building foundations and a few concrete stairs and walks. The eucalyptus trees would be removed. Some of the existing single, scattered trees near Newhall St. may be retained.

C. URBAN DESIGN AND VISUAL ASPECTS

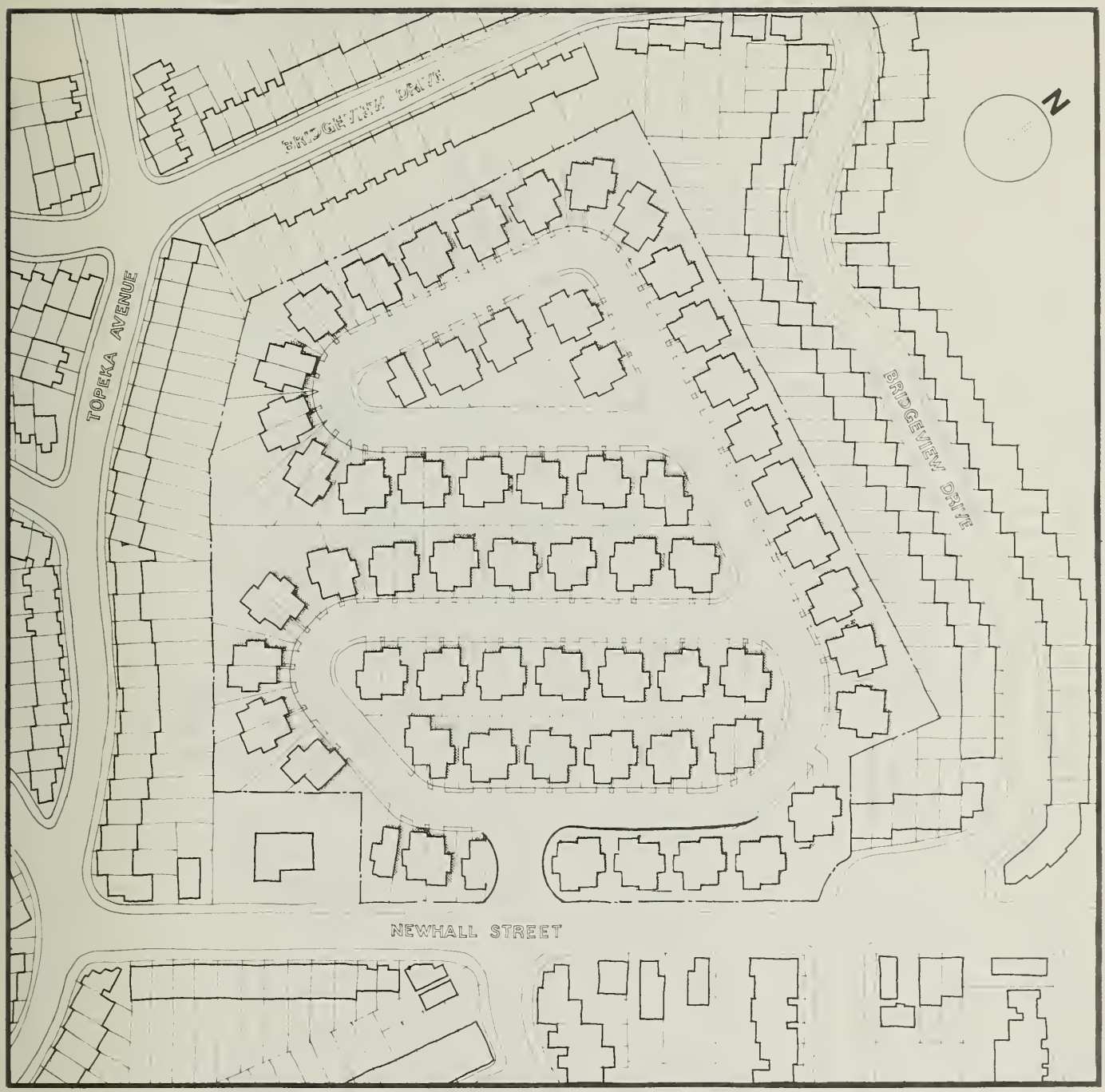
The project would modify the skyline of the site when seen from a distance by the addition of the proposed buildings and the removal of eucalyptus trees. The 25-ft.-high townhouses would be silhouetted on the skyline. All units around the periphery of the site would have views of the City, the Bay, and/or the San Bruno Mountains to the south.

The project would add to the existing shadows cast by the hilltop itself on adjacent yards and buildings. During the summer months, the placement of the buildings and the angle of the sun would result in no shadows cast on other buildings by the project buildings (see Figures 8, 9, and 10, pp. 40, 41 and 42)./1/ At 8:00 a.m. during the summer the westernmost row of houses would cast shadows into the upper portions of the rear yards of adjacent dwellings on Bridgeview Dr. north of Topeka Ave. At noon in the winter months the houses on the northern edge of the project site would cast shadows into the rear yards on Bridgeview Dr. west of Newhall St. (see Figure 11, p. 43). During winter months, portions of 13 houses on Bridgeview Dr. north of Topeka Ave. would be in shadow at 8:00 a.m. (see Figure 12, p. 44)./2/ During winter months at 4:00 p.m. all of the project buildings except those on the western and southern edges of the site would be in shadow (see Figure 13, p. 45). The rear yards of 30 dwellings on Bridgeview Dr. west of Newhall St. would also be in shadow at 4:00 p.m.



SOURCE: Chin and Hensolt Engineers, Inc.

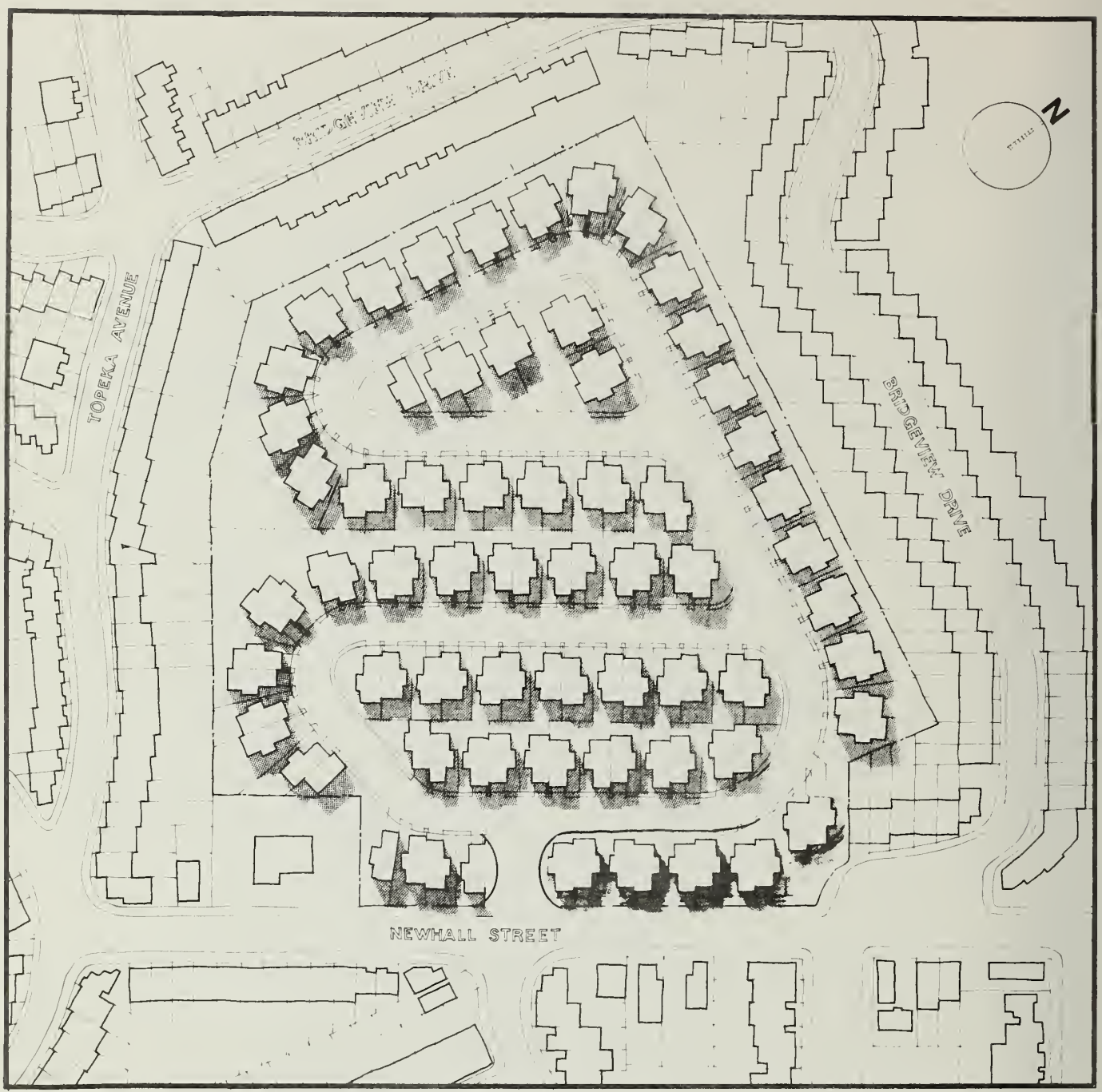
FIGURE 8: SHADOW EFFECTS OF THE PROPOSED PROJECT (SUMMER AT 8 AM)



SUMMER NOON

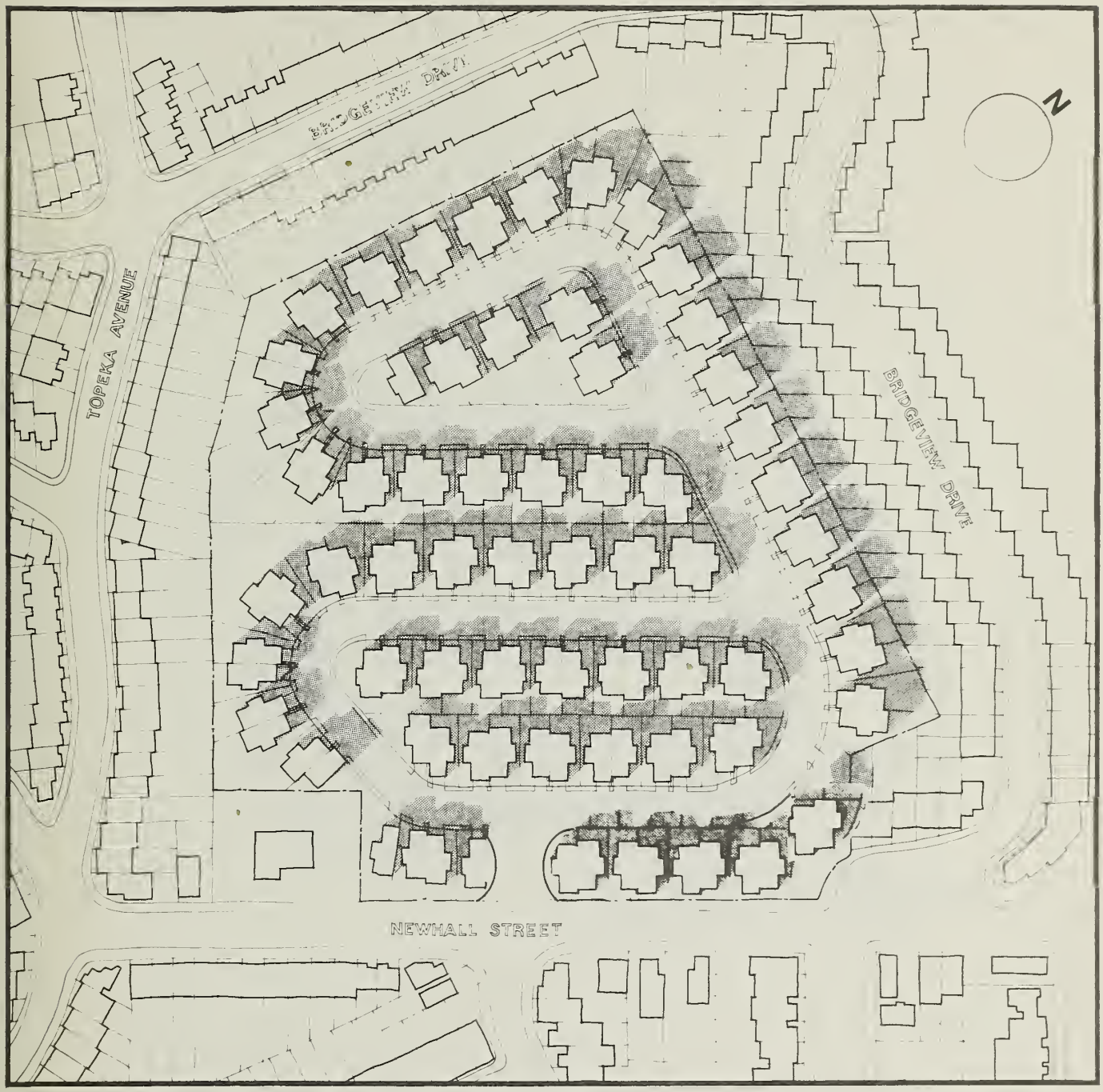
SOURCE: Chin and Hensolt Engineers, Inc.

FIGURE 9: SHADOW EFFECTS OF THE PROPOSED PROJECT. (SUMMER AT NOON)



SOURCE: Chin and Hensolt Engineers, Inc.

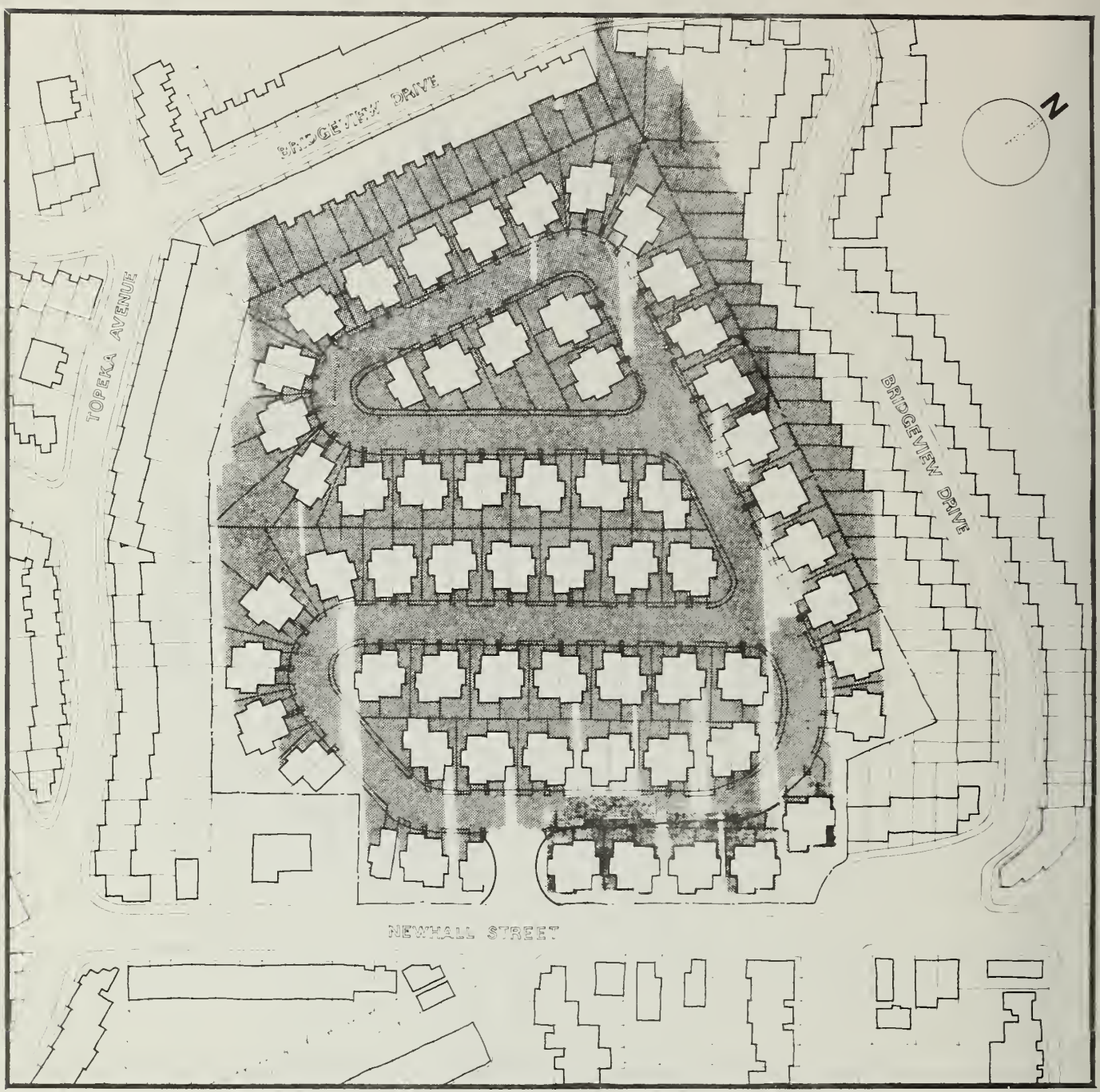
FIGURE 10: SHADOW EFFECTS OF THE PROPOSED PROJECT. (SUMMER AT 4PM)



WINTER NOON

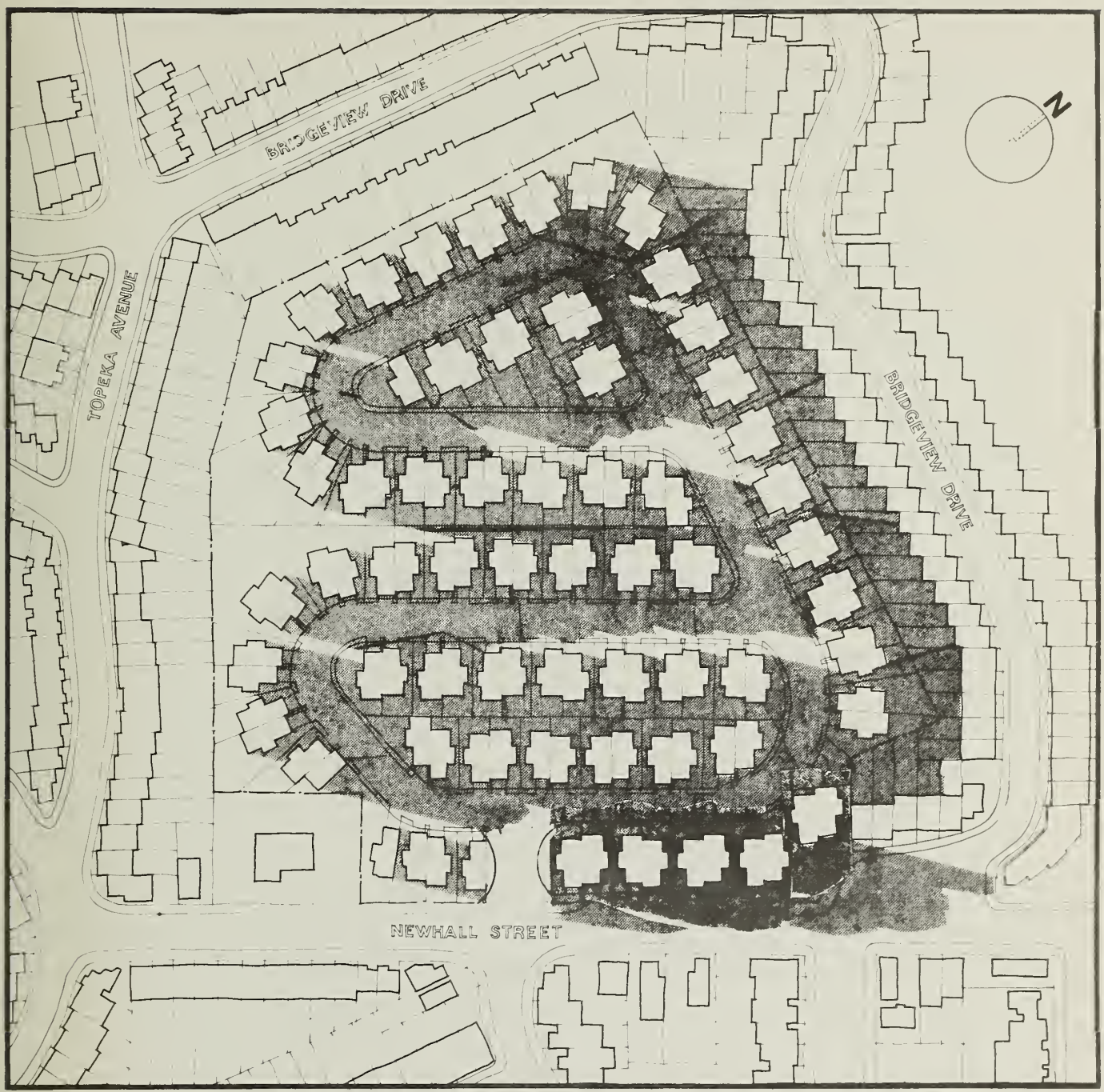
SOURCE: Chin and Hensolt Engineers, Inc.

FIGURE 11: SHADOW EFFECTS OF THE PROPOSED PROJECT. (WINTER AT NOON)



SOURCE: Chin and Hensolt Engineers, Inc.

FIGURE 12: SHADOW EFFECTS OF THE PROPOSED PROJECT. (WINTER AT 8 AM)



WINTER 4 PM

SOURCE: Chin and Hensolt Engineers, Inc.

FIGURE 13: SHADOW EFFECTS OF THE PROPOSED PROJECT. (WINTER AT 4 PM)

FOOTNOTES - Urban Design and Visual Aspects

/1/ Chin and Hensolt Engineers Inc., October 1979.

/2/ Portions of roofs affected by shadows are not shown.

D. COMMUNITY SERVICES AND UTILITIES

The proposed project would not require additional facilities in the Southeast Police District. The potential increase in personnel required to serve the project is not known at this time. The expected types or incidences of reported crime which may be expected as a result of the proposed project cannot be quantified at this time. The only recent change in reported crime in the project vicinity has been an increase in abandoned automobiles./1/ The project site has been used as a dump for private household debris such as old furniture and clothing; this illegal use would be discontinued upon project development.

Fire protection services would be provided by the San Francisco Fire Department from stations at Shafter Ave. and Ingalls St. and at San Bruno Ave. near Silver Ave. Fire hydrants would be connected to a new main on-site at locations to be specified by the Fire Department. The water supply system would be developed from two sides of the project as required, one at the entrance on Newhall St., and the second from Thorne Way which is an unimproved easement at the southwest edge of the site. A continuing on-site easement connecting with the street system would be used. Preliminary estimates indicate a required water flow somewhat greater than 3,000 gallons per minute. Required fire alarm boxes would be placed on-site in locations specified by the Fire Department./3/

Emergency medical and ambulance service would be provided by the San Francisco Emergency Medical Services, with no particular problems anticipated in serving the site./4/

The proposed project would place an additional demand of 7,500 gallons of water per day upon the San Francisco Water Department to serve the proposed

120 residential units, including landscaping. The present Water Department mains in Newhall St. are adequate to supply all normal domestic water demands, when extended onto the site./5/

No particular problems or additional costs are anticipated by the San Francisco Department of Public Works (DPW) in providing wastewater service to the proposed project. Final drainage proposals for the project would be subject to approval by the Department of Public Works and would be reviewed and compared with DPW assumptions for the area./6/

Pacific Telephone would provide service to the proposed residential units with facilities extended from Newhall St./7/ Pacific Gas and Electric Company would provide gas and electrical service; no particular problems are anticipated./8/ Solid waste disposal service would be provided by the Sunset Scavenger Company; no particular problems are anticipated./9/ It is estimated that the proposed project at full buildout would generate approximately 720 lbs. per day of solid wastes./10/

It is anticipated that at full buildout there would be approximately 60 school- age children in the project, equally divided into elementary and secondary age levels./11/ The elementary, middle and high schools in the project vicinity are all below capacity and no additional facilities would be required to serve the proposed project./11/ The proposed project would not be expected to cause overuse, at any time, of the existing area-wide parks or recreational facilities./12/

FOOTNOTES - Community Services and Utilities

/1/ Lieutenant T. O'Donnell, Planning and Research, City and County of San Francisco Police Department, telephone communication, 14 December 1978, and Officer Michael Mahoney, Southeast Station, telephone communication, 28 April 1980.

/2/ City and County of San Francisco Building Code, Section 402.5.17.

/3/ Chief R. Rose, Division of Planning and Research, San Francisco Fire Department, written communication, 10 January 1979, confirmed by written communication of 31 January 1980.

/4/ J. Flanders, Communications Officer, City and County of San Francisco Emergency Medical Services, telephone communication, 7 January 1979.

/5/ J. E. Kenck, Manager, San Francisco Water Department City Distribution Division, written communication, 14 July 1978 and G. Y. Nakagaki, Assistant Manager, telephone communication, 21 December 1978.

/6/ J. M. dela Cruz, Section Engineer, City and County of San Francisco, Department of Public Works, Bureau of Sanitary Engineering, written communication, 1 August 1978.

/7/ G. F. Parish, Engineering Manager, Pacific Telephone, written communication, 11 July 1978.

/8/ J. E. Coster, District Representative, Pacific Gas and Electric Company, written communication, 15 January 1979.

/9/ L. Lecari, Manager, Sunset Scavenger Corporation, telephone communication, 15 August 1978.

/10/ California Solid Waste Management Board, 8 July 1974, Solid Waste Generation Factors in California.

/11/ L. Jacobson, San Francisco Unified School District, telephone communication, 8 August 1978, and Dale Stancliff, telephone communication, 25 April 1980.

/12/ D. Franklin, Area Supervisor, Division B, City and County of San Francisco, Recreation and Park Department, telephone communication, 26 October 1978.

E. ECONOMIC ASPECTS

PUBLIC REVENUES

The proposed project would generate direct property tax and other indirect revenues to the City and County of San Francisco and to other local agencies. The market value of the 120 single-family dwellings, which is the basis of assessed value for new construction under Proposition 13, would be an estimated $14.4 million. This figure assumes a selling price of $120,000 per unit.

Assessed value, at 25% of fair market value, would be $3.6 million. After complete buildout, the project would generate $144,000 annually in property tax revenues at the maximum composite tax rate of $4.00 per $100 of assessed value. Until debt service on existing bonds is completed the project would generate up to $33,100 in bond repayment funds at the 1980-81 rate of $0.92 per $100 of assessed value. Table 5 shows the distribution of the non-bond payment property tax revenues.

TABLE 5: DISTRIBUTION OF PROPERTY TAXES LEVIED ON THE PROJECT SITE

	Estimated Revenues (to Nearest $100)*	Percent
City and County of San Francisco	$128,900	89.5%
San Francisco Unified School District	11,000	7.6
San Francisco Community College District	2,000	1.4
Bay Area Air Quality Management District	1,200	0.8
BART	900	0.6
TOTAL	$144,000	100 %**

*Based on assessed valuation of $3,600,000 and the maximum composite tax rate of $4.00 per $100 of assessed valuation. Additional revenues do not include $33,100 of bond repayment.
**Does not equal 100% because of independent rounding.

SOURCE: Controller's Office, City and County of San Francisco

Besides the property tax revenues, proposed project residents would generate other public revenues such as sales taxes and sewer service charges. In addition, several kinds of state and federal taxes are distributed to cities partially on the basis of population; some increments in these intergovernmental transfer revenues would be attributable to the project./1/ Potential indirect revenues are not quantified in this report.

Proposition 4, (Article XIII B, California Constitution), which was approved by the voters of California in November, 1978, could affect the City budget by limiting state and local government spending to 1978-79 limits with adjustments for increases in the consumer price index and population. Federally funded or mandated programs, servicing of bonded indebtedness, court costs, and enterprise funds are exempt from these limits. The constitutional amendment includes methods of adjusting appropriation limits in special cases, and provides for the return of surplus funds to taxpayers. Cities would thus be rewarded for increases in population. Cities such as San Francisco, which

have stable or declining populations but increasing demand for services, would be hardest hit by the appropriations limit. The Silver View Terrace project in itself would cause limited population growth and so would contribute to an increase in the appropriations limit for San Francisco, if not offset by losses in population elsewhere in the City.

PUBLIC COSTS

According to representatives of pertinent City and County service departments, the proposed project would require few or no additions to City personnel or equipment (see Section IV.D, p. 46). Viewed as a single residential development, the project would appear to require minimal incremental public expenditures if the marginal cost method of analysis is used (see p. 51).

Alternatively, public costs of new development in communities experiencing growth, where present service systems are operating at or near capacity, can be assumed to approximate costs of already existing development. Using this cost approach, existing average expenditures per resident are multiplied by the projected number of new residents to estimate future City costs of services to the new development. In 1979-80, San Francisco expenditures for general government, public protection, recreation and culture, public works, and health and welfare services on a per capita basis are expected to total $1,287./2/ Using this 1979-80 average cost as a multiplier, it can be estimated that the 300 project residents would theoretically require from $274,000 to $386,000 annually in City and County services. The lower figure would apply if health and welfare expenditures are excluded, on the basis that project residents would not require public health services or welfare payments.

The San Francisco Unified School District would incur minimal incremental costs due to enrollment of the development's estimated 60 school-age children./3/ With declining school enrollments, the additional students would not require new teachers or facilities. The effect of the project would be to decrease or maintain the average cost per student.

NET FISCAL EFFECT

If the marginal cost method of analysis is used, it would be determined that the project would require negligible additional public costs and the estimated City and County property tax revenues of $144,000 would be almost entirely net revenues to the City and County of San Francisco. The estimated $33,100 of bond repayment created by the project would decrease the proportionate share of bond debt service currently borne by existing San Francisco taxpayers.

If the average cost method is used, the project's municipal costs ($274,000-$386,000) would exceed its projected direct revenues ($144,000) by $130,000 to $242,000 annually. Theoretically, $430 to $800 per capita would be required in indirect revenues in order to "break even," that is, for revenues to equal incremental costs so that the City could provide services to the new residents without reducing services to existing residents, commerce, and industry./4/

The marginal cost method, resulting in a fiscal benefit, is an appropriate perspective if one views the impact of the project in its immediate vicinity where a declining population has left unused service capacities - at the local fire stations and recreation facilities, for instance. The average cost method, resulting in a fiscal deficit, is an appropriate perspective if the impact of the project were to be viewed in the context of cumulative residential growth in San Francisco.

COMMERCIAL SECTOR

The project is not of sufficient size to stimulate commercial activity in the convenience goods and services trade area. However, the project's expected middle- and upper-middle-income residents would slow a declining trend in the trade area population and use of their purchasing power would help to stabilize existing commerce.

The project's 300 residents would probably go to the commercial establishments on San Bruno Ave. and the Safeway Store on Williams Ave. and Apollo St. for most of their convenience goods and services. Some shopping would occur on Third St. but the range of goods and services offered there at present is not likely to attract much of the new residents' retail expenditures.

HOUSING MARKET

The proposed 120 housing units would increase the housing supply affordable to middle- and upper middle-income San Francisco residents and to new residents, and help to ease an existing shortage of housing in this price range. Twelve units (10% of the total) would have to be made available to low and moderate income families if subsidies were available to the project sponsor, in accordance with Section 1341 of the San Francisco Subdivision Code (Chapter XIII, Part II, San Francisco Municipal Code).

VICINITY PROPERTY VALUES

The project would probably not appreciably affect property values in the immediate vicinity. The proposed selling prices are above prices of single family homes in the Silver Terrace area ($65,000 to $110,000 depending on age and number of bedrooms/5/). It is possible that the project would increase the general residential desirability of the area.

FOOTNOTES - Economic Aspects

/1/ These include the 1% sales tax returned by the State from purchases by residents made in San Francisco on taxable items, the gasoline tax, motor vehicle in-lieu tax, cigarette tax, and federal revenue sharing. These revenues are often termed subventions.

/2/ Based on totals in the 1979-1980 Budget, City and County of San Francisco, divided by San Francisco County population estimate of 658,700 (State Department of Finance, December 1978), the per capita 1979-80 expenditures would be as follows:

General government	$ 103
Public protection	283
Public works, transportation	464
Recreation and culture	64
Health and welfare	373
	$1,287

It should be noted that although the average cost is calculated on a per resident basis, it includes costs of services to industry and commerce, which cannot be disaggregated from costs of services exclusively to residents. Since taxes on industry and commerce support residential development, it is appropriate to include costs of servicing industry and commerce when estimating costs of new residential development.

/3/ L. Jacobson, Facilities Planning, San Francisco Unified School District, telephone communication, 8 August 1978.

/4/ It may be noted that existing residential development does not pay its own way "locally". Nearly all municipalities rely heavily on local taxes from industry and commerce, and increasingly, on transfer payments from the state and federal governments. Under Proposition 13 new development is assessed according to current market value, and is therefore relatively less costly to the community as a whole than existing development, most of which is appraised for tax purposes at 1975-76 market value, escalated 2% annually. If an existing property is sold it is reassessed at current values. However, as inflation is currently over 10% annually, costs will rise faster than property tax revenues.

/5/ M. Parisi, Bayview Real Estate, telephone communication, 30 October 1980, and J. McClendon, Red Carpet Realtors, telephone communication, 29 October 1980.

F. TRAFFIC, CIRCULATION, AND PARKING/1/

CONSTRUCTION

Temporary traffic increases would occur during construction of the proposed project. During excavation of the site, offsite disposal of spoils by dump trucks could generate up to 40 trips per working day (20 roundtrips per working day)./2/

Following excavation, construction activities on the site could generate up to 60 trips per working day, which would be made up of an estimated 20 trips per day by trucks and 40 trips per day by employee vehicles./3/

Access to the site is via narrow residential streets that are upgrade for inbound traffic. Construction traffic could use any such street, but the most likely construction routes are via Third St. to Bay View St., a route that would affect the fewest number of residents, and James Lick Freeway (U.S. 101) to Silver Ave., Topeka Ave., and Newhall St. (see Figure 1, p. 8). The latter alternative would involve the use of one street--Topeka Ave.--that is partially used by the #54 MUNI feeder bus. No delays in schedules would be likely to occur.

OPERATION

The proposed residential use of the site (120 units) would generate principally transit, auto, and pedestrian trips. Vehicular traffic of approximately 10 one-way trips per day per unit would be expected with one trip occurring during the P.M. peak hour, which typically occurs between 4 and 6 P.M. on residential streets. An average vehicle occupancy of 1.4 persons is typical of residential trips; the vehicular trip generation factors also account for occasional service vehicle trips./4/ Bicycle trips from the project would be discouraged by the steep grades of neighborhood streets. However, some bicycle use would occur within the development.

Principal pedestrian trips would be to transit routes, but the steep grades to and from the site would tend to limit the number of such trips. The sidewalks on Bay View St. leading to Third St. are 13-ft. wide, however, which would make this a principal pedestrian route. It is estimated that the number of such trips would be about 120 daily trips on weekdays and up to 60 per day on weekends.

Permanent traffic impacts would result from operation of the project. Approximately 1,200 trips per day would be generated. This would result in the projected daily traffic volumes shown on Figure 14. The largest estimated increases would occur on Newhall St. between the site access street and Topeka Ave. (45%) and on Bay View St. (55%) Estimated increases of 35% would also occur on Thornton Ave. and Venus St. Newhall St. north of Bay View St., and Topeka Ave. west of Newhall St. would receive estimated 20% and 10% increases in traffic respectively.

The internal site access road would carry about as much traffic as Newhall St. does at the present time. The access point from Newhall St. at Bay View St. would operate without delays or backups. Traffic volumes through the Newhall St.-Bay View St. intersection would be approximately doubled, however. Traffic volumes at the Bay View St.-Revere Ave.-Third St. intersection would increase by 4% of the capacity of that intersection, raising the volume to 45% of capacity, remaining at level of service B (See Table 1). However, the number of left turns from Bay View St. and Revere Ave. onto Third St., which are already difficult to execute during peak hours, would increase by an estimated 55%.

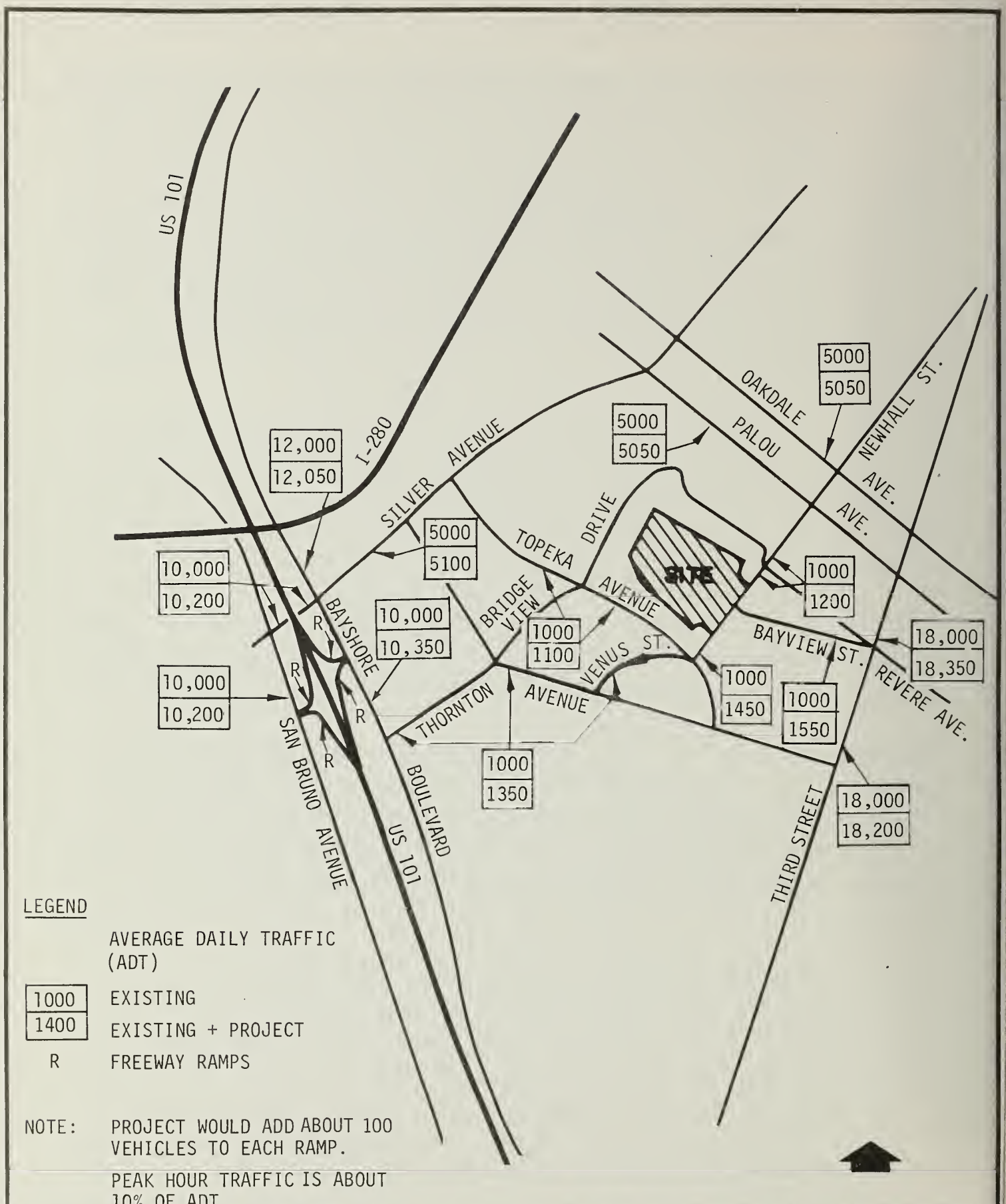


FIGURE 14 : EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC

Increased traffic volumes would also increase the number of vehicle-pedestrian conflicts, especially along Bay View St. and at the Bay View-Revere-Third St. intersection, and would increase the potential number of head-on vehicle conflicts on narrow streets.

With 1,200 trips per day, the access roadway would carry about as much traffic as most of the local residential streets. This could cause internal traffic conflicts with parking and unparking maneuvers, both from on-street parallel parking and from garage or driveway parking. The lack of any secondary or emergency access to the site would create a safety hazard for residents in the event that the access road is blocked, preventing access by emergency vehicles.

Parking demand may exceed two spaces per unit at some units, and would well exceed that at any unit during parties and other events with many guests. During special events the overflow could result in illegal on-street parking within the project, blocking driveways or fire hydrants; it is expected that generally parking spaces on Newhall or Bay View Sts. would not be used because of the walking distance.

TRANSIT

MUNI would incur increased operating costs to provide public transit service to the residents of the project site. MUNI currently estimates a system-wide per-paid-passenger fare deficit of about $0.45 per trip with the fare increased to $0.50./5/ About 40% of this fare deficit is made up by City ad valorem taxes including property, payroll and franchise taxes. The remaining deficit is made up from local, state and federal subventions.

MUNI does not anticipate a decrease in this deficit in the near future because planned improvements such as the MUNI metro system will increase future costs in proportion to increased passenger ridership. MUNI does expect, however, that the portion of the fare deficit covered by local, state and federal subventions will increase, thereby decreasing the portion of the deficit borne by San Francisco property taxpayers./5/

It is estimated that residents of the project would generate up to 120 daily trips on weekdays on MUNI and up to 60 trips per day on weekends./6/ A precise breakdown between the number of trips on the feeder route (#54), the partial crosstown route (#44) and the downtown radial routes (#15), (25) and (30X) cannot be made because the riding characteristics and employment locations of the project residents are not known. However, the number of trips estimated would have an overall effect of increasing the total annual MUNI operating deficit by about $17,000.

Project-generated revenues would accrue to the City's General Fund from which MUNI receives part of its annual operating budget. A portion of the $128,900 per year from the proposed project property taxes would offset the MUNI fare deficit attributable to the proposed project.

FOOTNOTES - Traffic, Circulation, Parking, and Transit

/1/ This section, except the transit discussion, is based in part on an investigation performed by D.K. Goodrich, traffic consultant.

/2/ Based on a total spoils volume of 16,000 cu. yds., transported over a 13-week period by 12-cu.-yd trucks.

/3/ M. Gaehwiler, President, Gaehwiler Construction Company, telephone communication, December 1978.

/4/ From trip generation studies of residential subdivisions by Caltrans. (Caltrans, 1975, 10th Progress Report on Trip-Ends, Geneation Research Counts.)

/5/ D. Cole, Grants Administrator, San Francisco Municipal Railway, telephone communication, 28 March 1980. The stated per paid passenger fare deficit is subject to change over time depending on factors, such as increased operating costs relative to fare box revenues, which cannot be projected accurately due to unforeseeable variables.

/6/ These figures are low because of the relatively isolated hilltop location of the project site which would entail uphill walks from the bus routes to the project site.

G. CLIMATE AND AIR QUALITY

Two types of air quality impacts would result from the proposed project: short-term construction impacts including particulate and hydrocarbon emissions, and localized long-term vehicle-related impacts, including carbon monoxide emissions.

Earthmoving and construction activities could affect local air quality during the period of construction. In contrast to gaseous pollutants and to small-size particulate from combustion, a large fraction of particulates from construction settles out of the atmosphere rapidly near the source and generally does not penetrate to the lungs. It has been estimated that the small-size (less than 30 microns in diameter) fraction of construction particulate, which may remain suspended indefinitely and is a health hazard, is generated at the rate of 1.2 tons per acre per month of activity./1/ This would include emissions from excavation and earthmoving, traffic on unpaved surfaces, wind erosion, and construction of structures.

Without mitigation, this rate could result in a worst-case 24-hour particulate concentration of approximately 7,400 micrograms per cubic meter (ug/m^3) at and adjacent to the site during the excavation and earthmoving phases./2/ This would be 74 times the State 24-hour standard of 100 ug/m^3.

The use of oil-based paints would generate hydrocarbon emissions, important because they react with nitrogen oxides in the presence of sunlight to form ozone (smog). Regulation 8, Rule 3 of the BAAQMD prohibits the sale and application of any architectural coating that contains more than 250 grams per liter of volatile organic compounds (VOC). (For oil-based paints produced in the last decade, hydrocarbon emissions have typically been 500-700 grams per liter of paint used.)

The use of asphalt for road paving would generate hydrocarbon emissions. Regulation 8, Rule 15 of the BAAQMD prohibits the use of rapid-cure cutback asphalt, and the use of any cutback asphalt during April through October, except when the temperature is below 50 degrees. This regulation also prohibits use of emulsified asphalt containing petroleum solvents in excess of 3% by volume after 1 January 1982.

Long-term air quality impacts from the project would primarily be the result of increased motor vehicle emissions, although additional heating and cooking operations would also contribute nitrogen oxides through the combustion of natural gas. Total daily emissions of carbon monoxide, hydrocarbons, and nitrogen oxides are projected to be 0.25 tons, 0.02 tons, and 0.03 tons, respectively. Roadside carbon monoxide concentrations were calculated (under worst-case meteorology) for 1981 both with and without project implementation./2/ This analysis, which assumes a two-year construction period for the project, constitutes the worst case because vehicular emission rates are projected to continue declining until approximately 1995.

The largest increases in carbon monoxide concentrations due to the project, 3% and 1% for the peak-hour and peak eight-hours respectively, would occur on Newhall St. at the intersection of the proposed site access road and Bay View St. Concentrations at this location of Newhall St. would reach 13.0 parts per million (ppm) and 8.7 ppm (for peak-hour and peak eight-hours respectively), or 37% and 97% of the Federal 35 ppm one-hour standard and 9 ppm eight-hour standard respectively. The highest concentrations, 21.4 ppm and 10.4 ppm, would occur on Third St. north of Bay View St. These concentrations would be 61% and 116% of the Federal standards. However, the latter concentration, which would exceed the standard, would be expected to occur in the absence of the project.

In summary, implementation of the project would add to local and regional accumulations of carbon monoxide, hydrocarbons and nitrogen oxides (the latter two being precursors of ozone), particulates, and sulfur oxides during adverse meteorological conditions. The recently adopted regional Air Quality Maintenance Plan/3/ found that ozone would continue to be a regional problem in the future, and that substantial reductions in hydrocarbon emissions would be necessary to attain and maintain the ozone standard in the Bay Area. Carbon monoxide and particulates are also problems on a local scale. Because the project would increase emissions of hydrocarbons, carbon monoxide, and particulates, attainment of the standards for these contaminants would be impeded. The project would have no measurable impact on citywide or regional concentrations, nor on the frequency of standard violations.

FOOTNOTES - Air Quality

/1/ U.S. Environmental Protection Agency, 1975, Compilation of Air Pollutant Emission Factors, Supplement #5, p. 11.2.4-1.

/2/ BAAPCD (now BAAQMD), 1975, Guidelines for Air Quality Impact Analysis of Projects, updated for EMFAC-5 emission rates, 1978.

/3/ Association of Bay Area Governments (ABAG), BAAPCD (now BAAQMD), and Metropolitan Transportation Commission (MTC), 1977, January 1979, 1979 Bay Area Air Quality Plan, San Francisco Bay Area Environmental Management Plan.

H. NOISE

CONSTRUCTION

Provisions of the San Franciso Noise Ordinance/1/ specify that powered construction equipment shall not emit noise at a level in excess of 80 dBA at 100 ft. from such equipment, and impact tools shall use mufflers and shields to achieve maximum noise attenuation. It is assumed that maximum noise levels due to powered construction equipment would not exceed these limits and that maximum noise reduction would be applied to impact tools. (Compliance with the Noise Ordinance is assured only upon complaints to the Director of Public Works.)

Construction of the proposed project would require grading and hauling activity for an estimated total of 13 weeks. Bulldozers, front-end loaders and graders would cause maximum noise levels at residences within 200 ft. of construction activity of approximately 74 dBA outside and 54 dBA inside, equivalent to freeway traffic and light automobile traffic respectively. It is expected that bulldozers with attached ripping blades could remove all subsurface materials (see Section IV.J, p. 68). If hard bedrock is encountered in specifc locations, impact tools (backhoe with attached hydraulic hammer) would be used. This could generate maximum unmitigated noise levels at 200 ft. of 87 to 93 dBA, equivalent to heavy truck traffic at 50 feet./2/ but available noise reduction techniques/3/ would be expected to reduce this temporary noise level by at least 10 dBA, to levels between 77 to 83 dBA at 200 ft.

An average of 20 round trips per day would be needed to haul excavated material off-site. Hauling would generate a maximum noise level of 75 to 86 dBA at 50 ft. from a passing truck. Although the estimated 5 truck trips per hour would cause individual noise events affecting residents along the haul route by levels up to 66 dBA inside residential structures, the additional truck traffic would raise the average intrusive noise level (L_{10}) by an imperceptible amount.

Following excavation, the noise levels created by the loudest construction activities would range from 75 to 85 dBA (at 50 ft.) on the site./4/ The estimated maximum daytime noise level outside nearby residences (200 ft. away) would be 69 to 79 dBA.

Traffic from construction workers and delivery trucks would raise intrusive noise levels (L_{10}) by less than 5 dBA. Along access routes to the site, the most noticeable impact would be the greater frequency of large delivery trucks (estimated at approximately 10 per day) traveling through the residential areas to reach the site.

OPERATION

After completion, the day-night noise level (L_{dn}) at the site would increase from 52 dBA to approximately 55 dBA. This would be less than the maximum of the standard 50-60 dBA for residential areas as indicated in the Environmental Protection Element of the San Francisco Comprehensive Plan./5/ and equal to the level specified by the San Francisco Noise Ordinance for R-H-1 zoning districts./1/ Traffic caused by the project would increase noise levels (L_{dn}) along streets providing access to the site from the existing range of 52 to 67 dBA to approximately 55 to 70 dBA, depending on the street, an imperceptible amount.

FOOTNOTES - Noise

/1/ San Francisco Municipal Code, Chapter VIII, Article 29, adopted 20 September 1972.

/2/ P.D. Schomer, et al., 1976, "Cost Effectiveness of Alternative Noise Reduction Methods for Construction of Family Housing," Construction Engineering Research Library, National Technical Information Service AD/A-028-922.

/3/ Bolt, Beranek and Newman, 1974, Report 2887, "Regulation of Construction Activity Noise". Assumes levels obtainable by selecting quieter procedures of machines and implementing noise control features requiring no major redesign or extreme cost.

/4/ Bolt, Beranek and Newman, 1971, Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances, Prepared for U.S. Environmental Protection Agency.

/5/ City and County of San Francisco, 1974, Comprehensive Plan, Environmental Protection Element, Plan for Transportation Noise Control, City Planning Commission Resolution 7244, 19 September 1974.

I. ENERGY

The proposed single-family units would consume energy in the form of electricity and natural gas used for heating of the units. The connected daily electrical load would be 2,410 kilowatts. An estimated 210,000 to 276,000 kilowatt hours per month (based on 0.9 kilowatt hours average per month per sq. ft. of interior floor space) would be used by the project. The estimated total consumption of natural gas would be 112 British Thermal Units (BTUs)/1/ per sq. ft. per day for each of the 120 single-family units./2/ Figures 15 and 16, pages 64 and 65, present the estimated daily and annual electrical load curves and Figures 17 and 18, pages 66 and 67, the estimated daily and annual natural gas consumption./2/

FOOTNOTES - Energy

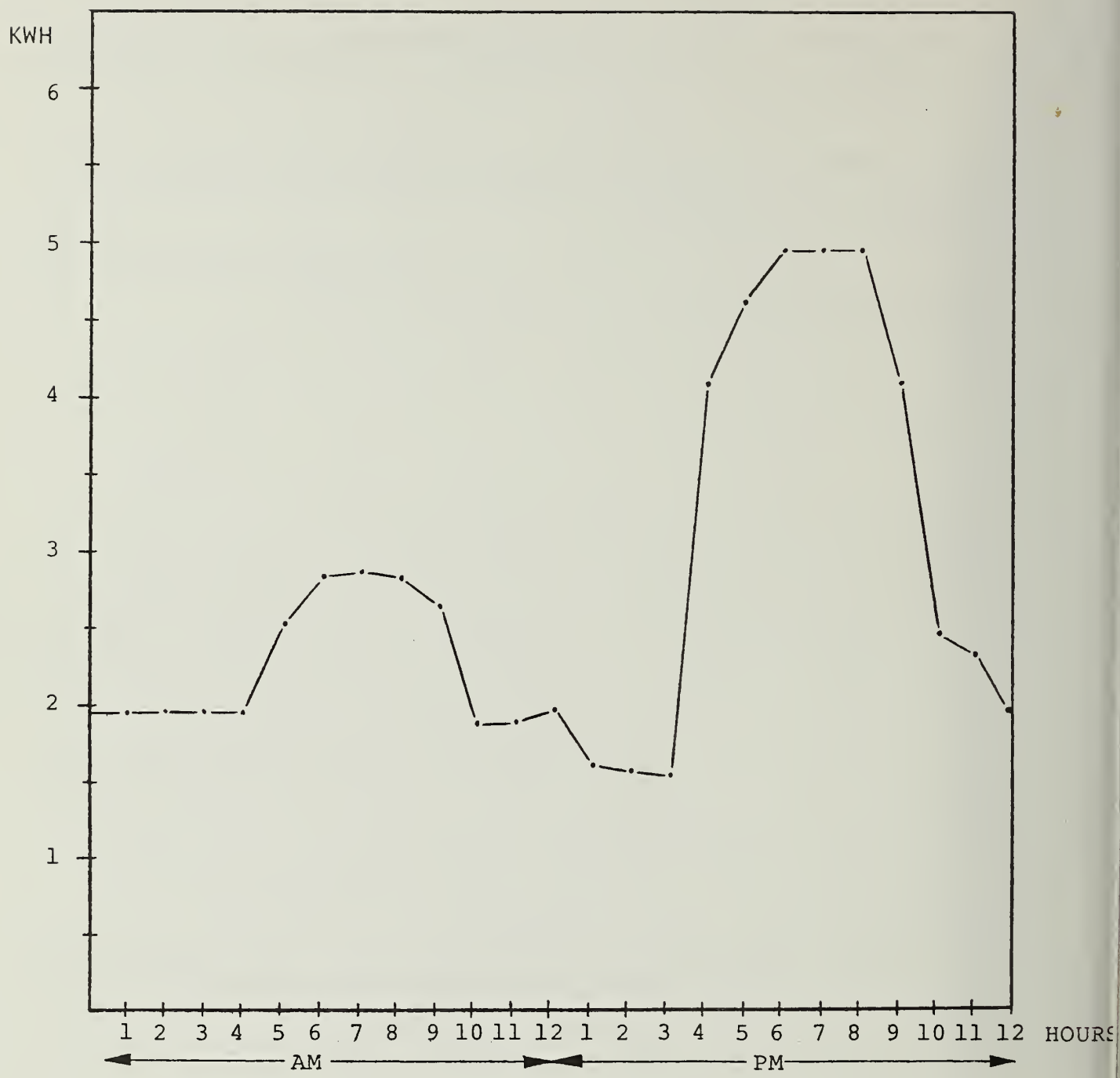
/1/ A BTU is a standard unit for measuring heat. It is the quantity of heat required to raise the temperature of one pound of water 1° Farenheit at sea level.

/2/ David K. Low & Associates, Inc., Mechanical and Electrical Engineers, 8 October 1979.

The assumptions made for energy projections include the following:

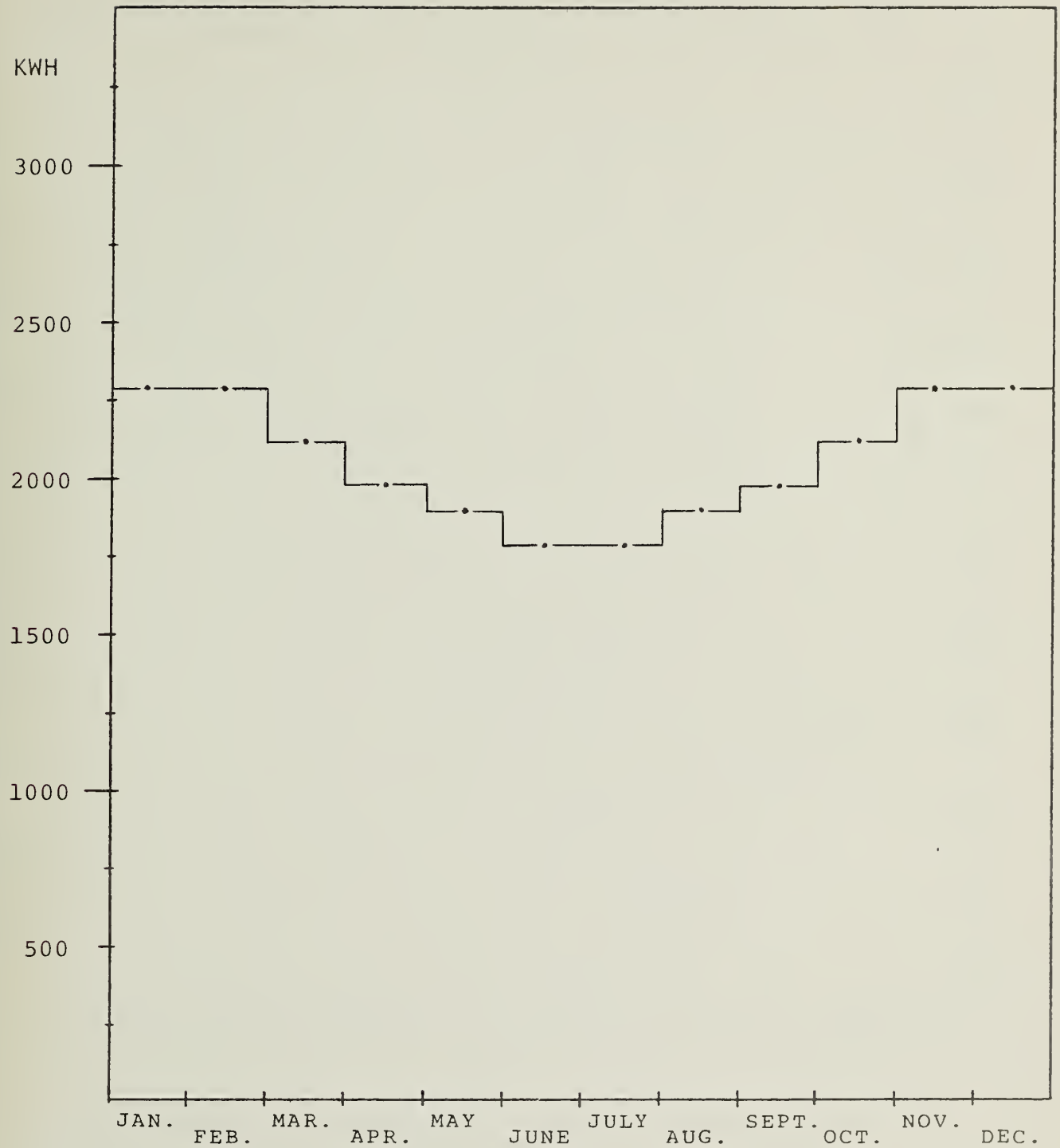
1. Connected load calculations were based on Article 220 of the National Electrical Code.

2. Daily electrical consumption was made on the assumption that peak usage occurs around 4 p.m. to 8 p.m. It is also assumed that house lights are on 10 hours per day and site lighting is on from 5 p.m. to 7 a.m. during winter months.



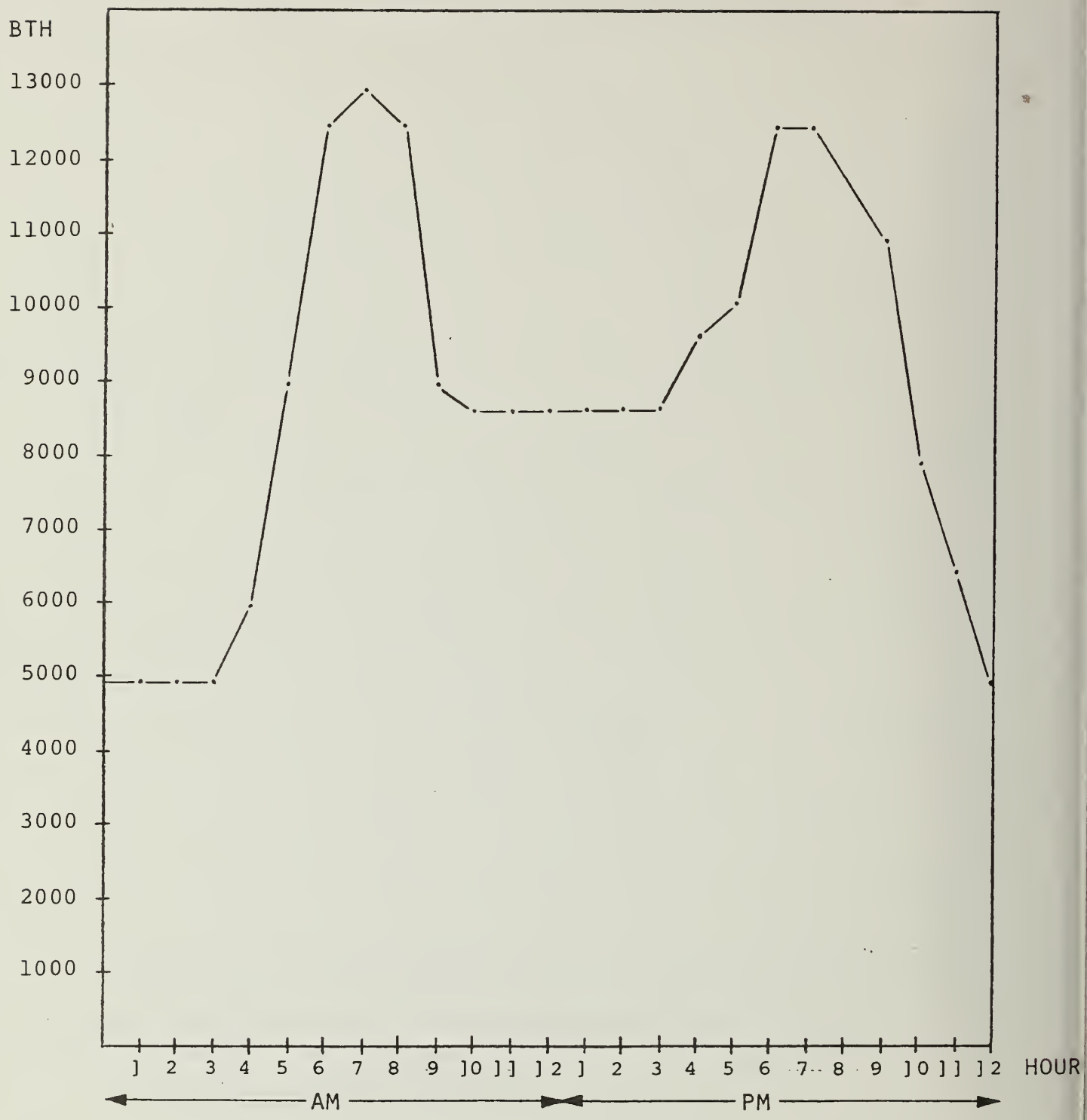
SOURCE: David K. Low & Associates, Inc.
Mechanical & Electrical Engineers

FIGURE 15: PROJECTED DAILY ELECTRICAL POWER CONSUMPTION PER DWELLING UNIT



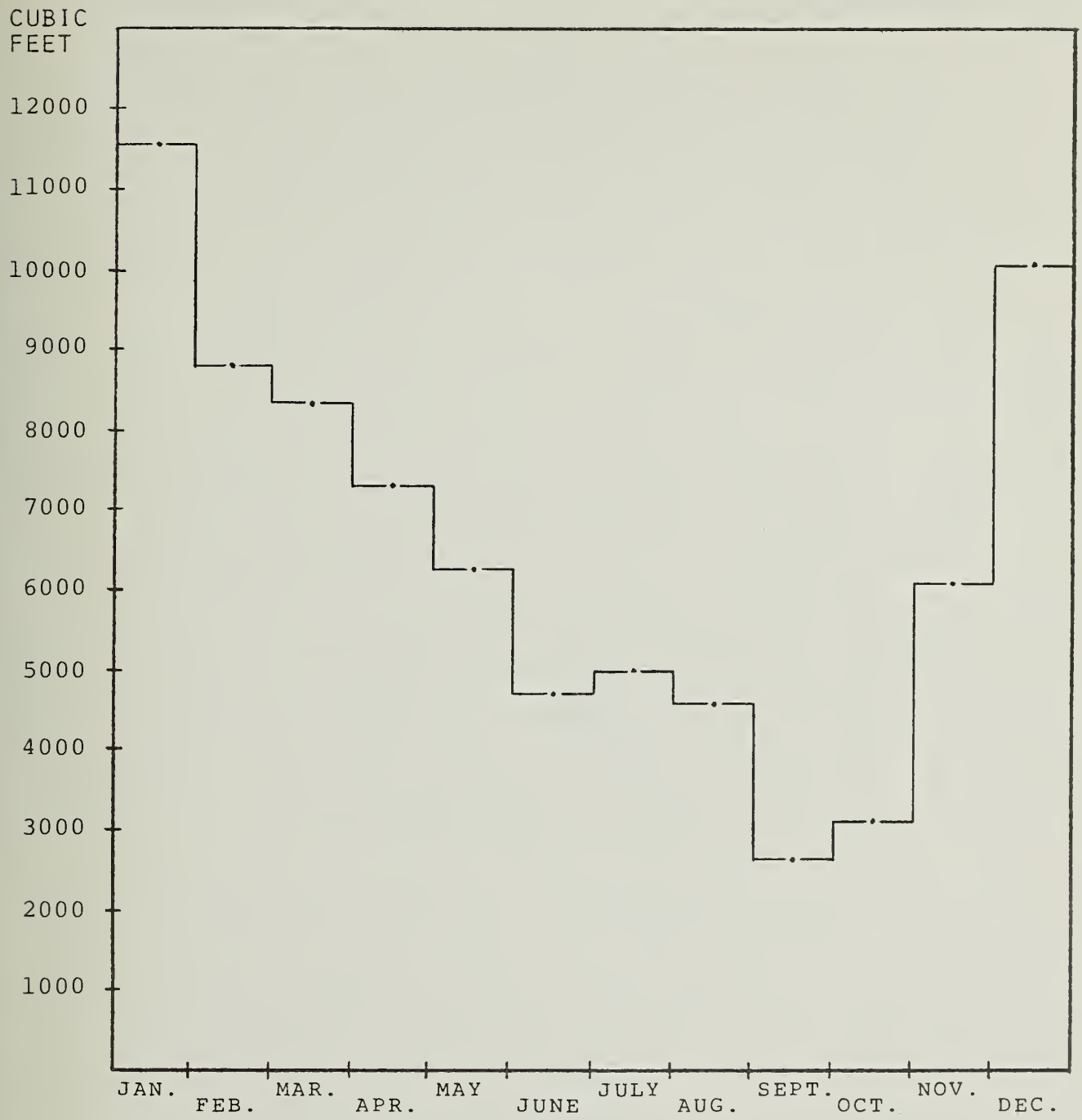
SOURCE: David K. Low & Associates, Inc.
Mechanical & Electrical Engineers

FIGURE 16: PROJECTED ANNUAL ELECTRICAL POWER CONSUMPTION PER DWELLING UNIT



SOURCE: David K. Low & Associates, Inc.
Mechanical & Electrical Engineers

FIGURE 17: PROJECTED DAILY NATURAL GAS CONSUMPTION PER DWELLING UNIT



SOURCE: David K. Low & Associates, Inc.
Mechanical & Electrical Engineers

FIGURE 18: PROJECTED ANNUAL NATURAL GAS CONSUMPTION PER DWELLING UNIT

3. Due to daylight savings time, the usage during summer months is at the minimum because lighting in housing units and on site is used for a shorter time. During the winter months when daytime is shorter and Pacific Standard Time is used, consumption is at the maximum.

J. GEOLOGY AND HYDROLOGY

GRADING

The project would require on-site grading, especially for the construction of the proposed street. The maximum excavation depth would be six ft./1/ The exact nature of the material which would be encountered during excavation is not known. Portions of the project that would be built in areas of slope debris and ravine fill material would probably be easily excavated, and compacted with power equipment./2/ Different construction techniques may be required for cuts in areas of bedrock. Soil and weathered rock layers could be removed by a method called ripping, in which a toothed tool attached to a bulldozer tears up the rock and soil. If unweathered bedrock is encountered, pneumatic tools might be necessary to remove the material./3/

Approximately 16,000 cu. yds. of material, or approximately 1,600 truckloads, would be excavated, and exported off-site./1/ The rock and the slope debris and ravine fill material that would be excavated would be generally suitable for use as fill./2/ Organic material and soil with a high percentage of organics might not be generally usable. Both types of material could be used at the new Candlestick Point State Recreation Area which is being developed south of Hunter's Point.

Grading and building construction could alter the existing soil loading conditions on the Southern Pacific Tunnel. Further geotechnical investigations would be required to ascertain the nature and extent of this effect.

SEISMICITY

The maximum credible seismic event would be an earthquake along the San Andreas Fault of Richter magnitude 8+. The project site is in an area where weak ground-shaking might be expected during this event. This would result in little structural damage except for the fall of brick chimneys or plaster./4/

The area does have a potential for landsliding and an earthquake might add enough stress to cause the materials to slide./4/ This could result in damage to units built on a slope which would slide, or burial of streets, yards, or structures below a landslide.

HYDROLOGY AND WATER QUALITY

An increase in erosion potential would result from on-site construction. Bare slopes created by construction activity could erode, especially during the rainy winter months. The finished site would be landscaped and no bare slopes would remain. Erosion would not be expected to increase once the project were completed. Impervious surfaces, including buildings and streets, would cover 8.8 acres, or about 80% of the site. This would result in increased stormwater runoff from the site, which, in turn, would increase the amount of flow at the Southeast Water Pollution Control Plant.

Following even light rainfall, the combined stormwater and sewage flows throughout the City presently exceed the capacity of existing treatment plants and overflow into San Francisco Bay and the ocean. Improvements are presently underway to consolidate the number of overflow locations on the Bay side of the City and reduce Bay overflows. Improved treatment facilities for the combined stormwater and sewage flows generated during the rainy portion of the year are in the planning stage. The proposed project would contribute to the potential for overflows into San Francisco Bay. Overflows would be reduced following construction of additional projected treatment facilities. Stormwater pollutants generated on-site would include grease, oil, trace metals and organic materials.

FOOTNOTES - Geology and Hydrology

/1/ C. Delfino, Chin and Hensolt Inc., telephone communication, 22 December 1978. The disposal site has not been determined.

/2/ J. Schlocker, 1974, Geology of the San Francisco North Quadrangle, California, U.S. Geological Survey Professional Paper 782.

/3/ D. Hillebrandt, Registered Civil Engineer, Don Hillebrandt Associates, telephone communication, 15 January 1979.

/4/ URS/John A. Blume & Associates, Engineers, San Francisco Seismic Safety Investigation, 1974.

K. VEGETATION AND WILDLIFE

The proposed development would clear vegetation from the entire site, displacing mice and eliminating a food source and habitat for the migrating sparrow hawks (kestrels). The existing row of eucalyptus trees, as well as most of the other existing trees on the site, except a few near Newhall St., would be removed.

The site plan envisions the use of backyards for ground cover and trees primarily, with the use of shrubs minimized for security reasons. The proposed landscaping trees would include species which are not native to California but which have proven successful in San Francisco, being tolerant of drought and wind.

L. GROWTH INDUCEMENT

At full buildout, the proposed project would provide housing for an estimated 300 residents./1/

While information is generally unavailable for residential developments exactly comparable to the proposed units in location and price, recent residential development in the Potrero Hill District north of the site indicates that over two-thirds of the new residential units sold were

to existing San Francisco residents./2/ It is expected that a portion of the proposed units, perhaps a majority, would be sold to existing San Francisco residents and homeowners. In addition, existing San Francisco residents who purchased units in the proposed project would vacate existing housing, a portion of which would be purchased or rented by nonresidents. The proposed project would therefore serve both the existing resident population as well as future growth.

The expected increase in the existing City resident population would be less than 0.001%; this would increase the ratio of resident to commuter population by less than 0.01%.

The proposed project would increase the resident population in the Silver Terrace area, and would contribute to the cumulative demand for local goods and services in this area. Combined with new residential development recently completed or proposed by the Bayview Hunters Point Development Corporation on Hunters Point, the Silver View Terrace Project could contribute to a cumulative growth or revitalization of commercial development along Third St. Resident population in the City as a whole is forecast to decrease by 7000 persons between 1980 and 1985./3/

FOOTNOTES - Growth Inducement

/1/ Resident population based on 2.5 persons per three-bedroom unit.

/2/ W. Johnson, Manager, Victoria Mews, telephone communication, 6 October 1978.

/3/ R. Carlson, ABAG, telephone conversation, 22 April 1980.

V. MITIGATION MEASURES PROPOSED TO MINIMIZE THE ADVERSE EFFECTS OF THE PROJECT

During the planning and design of the proposed project, measures were incorporated into the project to reduce or eliminate potentially significant environmental effects. Many of these measures were developed in coordination with City agencies,/1/ or in response to concerns expressed at community meetings. These measures have been incorporated into the proposed site layout and tentative building design. Certain measures are still under consideration and have not been incorporated into the proposed project. Other measures have been considered and rejected for various reasons.

The following summary (Table 6) identifies mitigation measures for each major impact discussed in this report. For each measure, the impact it would mitigate is described. For each measure rejected, the reasons for its rejection are given, and for measures under consideration, the necessary actions required for implementation are shown.

TABLE 6: MITIGATION MEASURES PROPOSED TO MINIMIZE THE ADVERSE EFFECTS OF THE PROPOSED PROJECT

	Measures to Be Included in Project	Measures Under Consideration (and Actions for Implementing)	Measures Rejected (and Reasons for Rejection)
Land Use and Urban Design	- The project would comply with the existing RH-1 zoning classification of the site in contrast to an earlier project considered on the site. - All proposed units would be at least 25 ft. from the property line of existing adjacent residences, which would reduce visual and shadow impacts upon surrounding property or buildings. - The proposed curved and non-gridiron street design would follow and emphasize existing topography, minimize the amount of grading required, and encourage slow driving. - Presuming the availability of subsidies, ten percent of the dwelling units would be made available to purchasers of low or moderate income.		- Incorporation of commercial facilities into the project was rejected by the project sponsor on the basis that there would not be an adequate support population on-site and that the location of the site on a hill would reduce the number of potential shoppers from other areas.
Cultural and Historic Aspects	- Should evidence of potential cultural or historic artifacts of generally recognized significance be found on the site during construction, the contractor would halt construction activities for up to four weeks. A qualified archaeologist or historian would be retained to ascertain the nature of the discovery and recommend appropriate mitigation as necessary.		
Community Services			
Fire:	- The project would include a roadway width of 38 ft., four feet greater than required. A water distribution system would be developed throughout the project site by the project sponsor with fire hydrants and fire alarm boxes supplied at locations specified by the Fire Department. Water mains would be supplied from more than one side of the site as required by the Subdivision Code. One would be from Newhall St. at the project entrance; the other would be provided from Bridgeview Dr. at the southwest corner of the site via Thorne Way, a 10-ft. easement, and a private easement on the project site.		- Provision of additional emergency access at the western or rear portion of the site from Bridgeview Dr. was rejected by the sponsor because of steep slopes and existing residential development along the potential right-of-way.

TABLE 6: MITIGATION MEASURES PROPOSED TO MINIMIZE THE ADVERSE EFFECTS OF THE PROPOSED PROJECT (Continued)

	Measures to Be Included in Project	Measures Under Consideration (and Actions for Implementing)	Measures Rejected (and Reasons for Rejection)
Police and Security:	- Automatic garage door openers would be included for all units as a security measure.	- Additional security could be provided to the units by unbreakable glass on the lower windows. (Sponsor could include in final design.)	- A locked gate at the entrance to the site, which would provide additional security, was rejected by the sponsor due to the difficulty of emergency access. - Provision of additional emergency vehicle access at the western or rear portion of the site from Bridgeview Dr. was rejected by the sponsor because of steep slopes and existing residential development along the potential right-of-way, as well as the potential reduction in actual and perceived security created by a secondary rear access.
Recreation and Open Space:			- Inclusion of tennis courts or play-fields on-site was rejected by the sponsor on the basis that there would be a lack of adequate space without a reduction in density, and because of the increased maintenance cost and responsibility which would have to be borne by the homeowners association. - Inclusion of a small play area (tot-lot) was rejected by the sponsor on the basis of problems of maintenance cost and responsibility and their contention that the garden of each dwelling unit could serve as a play area according to the occupants' needs.
Economic Aspects	- The project sponsor would adhere to all City, State and Federal affirmative action programs which would apply to the project, including compliance with the Construction Trades Affirmative Action Program. This program has been sanctioned by the Bayview-Hunters Point Community Affirmative Action Program. All contractors would be required to have an affirmative action statement included in their contract.		

TABLE 6: MITIGATION MEASURES PROPOSED TO MINIMIZE THE ADVERSE EFFECTS OF THE PROPOSED PROJECT (Continued)

	Measures to Be Included in Project	Measures Under Consideration (and Actions for Implementing)	Measures Rejected (and Reasons for Rejection)
Traffic, Circulation, Parking and Transit	- The intersection of the access street at Newhall St. would be designed as a standard public, curb return street intersection. - The project entrance has been located at a point opposite Bay View St., to eliminate the offset intersection originally intended. - The project would provide a greater number of parking spaces (2 spaces per unit) than required by the City Planning Code (1 space per unit), to reduce potential on-street parking. - Curb cuts would be arranged to allow about 36 feet for on-street parking between each pair of driveways to accommodate one standard and one compact vehicle.	- The intersection of Bayview St., Revere Ave. and Third St. could be channelized so that either Bayview St. or Revere Ave. tees into the other before the intersection, thereby creating only one western leg at the intersection. This would improve traffic flow and increase pedestrian safety. (Implementation would require purchase of some private property; the DPW would have to undertake this action; however, the City Planning Commission and/or Board of Supervisors could request it and require the project sponsor to pay part of the cost as a condition of approval.) - The new trips on Newhall and Venus Sts. might necessitate the control of the intersections of Newhall St. with Bay View St. and of Thornton Ave. with Venus St. by stop signs. Two-way stop signs facing Newhall St. at Bay View St. would reduce vehicle speeds on Newhall St. past the site. Slight delays would result from the associated mandatory interruption of traffic flow. (DPW would initiate if needed.) - A pedestrian way between Road C and Road B at the southern end of the site would shorten the walking distance to transit routes for residents on Road C. This could be recommended by the City Planning Commission and required by the Director of Public Works, subject to final approval by the Board of Supervisors.	- A more linear street design was rejected by the project sponsors in favor of the curvilinear design to follow and retain existing site topography. - Eliminating parking on one side of nearby narrow streets to reduce head-on passing conflicts, would require action by the DPW and the Board of Supervisors. Initiation of this proposal was rejected by the project sponsors because residents use on-street parking greater than 50% of the time. If desired by the residents directly affected, it could be initiated by them. - Widening of narrow streets would require action by the DPW and the Board of Supervisors; this proposal was rejected by the project sponsors because they contend that the costs of property acquisition and improvements would not justify the benefits. If desired by the residents directly affected, it could be initiated by them.
Climate and Air Quality	- During construction the site would be stabilized with nontoxic chemical dust-binders and/or sprinkled at least twice a day with water to reduce airborne particulates. (Contractors would be required, by contract, to implement.) - Earthmoving activities during construction would be suspended during periods of high wind to reduce airborne particulates. (Contractors would be required, by contract, to implement.) - Construction equipment would be properly maintained and operated to minimize exhaust emission. (Contractors would be required, by contract, to implement.)		

TABLE 6: MITIGATION MEASURES PROPOSED TO MINIMIZE THE ADVERSE EFFECTS OF THE PROPOSED PROJECT (Continued)

	Measures to Be Included in Project	Measures Under Consideration (and Actions for Implementing)	Measures Rejected (and Reasons for Rejection)
	- Water-based, rather than oil-based paints would be used on buildings, where feasible, to minimize hydrocarbon emissions.		
Noise	- All requirements of the San Francisco Noise Ordinance would be met during construction. - Temporary storage of fill and construction materials would be located in the center of the project site, as far as possible from surrounding residences to minimize noise. (Contractors would be required, by contract, to implement.) - Grading and site preparation would be carried out at one time and as quickly as possible, to reduce the period during which surrounding residents are exposed to noise. (Contractors would be required, by contract, to implement.)	- Only muffled gasoline- and diesel-powered equipment, and/or electrically-driven equipment could be used during construction to minimize noise. (Contractors could be required, by contract, to implement.) - Construction routes would be selected to minimize the number of residences exposed to truck traffic; the best route from this standpoint would be Bay View St. to Third St. to the James Lick Freeway as the fewest number of residences would be affected and the impact on 6-lane Third St. would be less than on 1-lane alternatives. (Contractors could be required, by contract, to implement.)	
Energy	- All requirements of Title 24 of the California Public Resources Code would be met regarding energy conservation design in residential buildings. (No further measures above the standard requirements have been developed in the preliminary design.)		- Inclusion of solar heating in the dwelling units, or design of facilities for future addition of solar units, was rejected by the project sponsor due to cost. A site plan optimizing solar orientation for all units was rejected by the sponsors because of their contention of conflict with density objectives and the existing topography.
Geology and Hydrology	- A detailed soils and geotechnical investigation would be undertaken to determine the nature of surface and sub-surface deposits, soil loading, necessary excavation techniques and potential landsliding on-site, and would determine mitigation as required. - All buildings would be designed to conform with Article 23 of the San Francisco Building Code to withstand ground motions which might occur during the maximum credible earthquake.		

TABLE 6: MITIGATION MEASURES PROPOSED TO MINIMIZE THE ADVERSE EFFECTS OF THE PROPOSED PROJECT (Continued)

	Measures to Be Included in Project	Measures Under Consideration (and Actions for Implementing)	Measures Rejected (and Reasons for Rejection)
	- Grading would be conducted during the May-to-September dry season to minimize erosion by rainwater. - Sediment basins and traps would be constructed to minimize the amount of sediments and other stormwater runoff pollutants that leave the site during construction. (Contractors would be required, by contract, to implement.) - Material in haul trucks would be dampened to reduce the spillage. (Contractors would be required, by contract, to implement.) - Exposed slopes would be revegetated by hydromulching or other techniques as soon as possible after grading to prevent erosion.		
Vegetation and Wildlife	- The proposed project would include lawn and ground cover and evergreen and deciduous trees, which would provide wildlife habitat.	- Native California trees could be used in the landscaping plan, including a diversity of species with varying lifetimes, to enhance the site as a bird habitat. (Could be required as a condition of approval.)	

V. MITIGATION MEASURES

The State EIR Guidelines require that the discussion of mitigation measures identify those measures which would eliminate impacts or reduce them to a level of in significance./2/ Because certain environmental effects cannot be readily quantified, the basis for selecting some measures must be made from a qualitative standpoint.

Where quantification of impacts can be made, the extent to which such impacts are reduced can be identified in certain cases from appropriate local or state laws or guidelines. The proposed project would comply with the lot-size and density provisions of the RH-1 zoning district and would conform to the height and density limits prescribed by the City Planning Code. The halting of construction, should archaeological or historic materials be encountered, would be consistent with State and City of San Francisco EIR Guidelines. The design and service requirements of the San Francisco Fire Department would be met, and other public service demands would not exceed the capacity of existing facilities. Applicable City, State and Federal affirmative action programs would be adhered to in the construction of the project.

Off-street parking would be provided at twice the minimum parking requirements of the City Planning Code but would be in compliance with the Code.

Following construction, the project would not in itself increase the frequency of regional air quality violations but would contribute to potential local air quality violations. Noise generated during construction and operation of the project would conform to the provisions of the San Francisco Noise Ordinance and the Environmental Protection Element of the Comprehensive Plan. Design of the proposed units would conform with the energy conservation requirements of Title 24 of the California Public Resources Code and would meet requirements of the San Francisco Building Code.

In other aspects, impacts cannot be described in a quantitative fashion, or appropriate standards do not exist for comparison. In these areas, the extent to which impacts are reduced remains a subjective or qualitative determination.

FOOTNOTES - Mitigation Measures

/1/ Principal agencies include the Department of City Planning, the Department of Public Works, the Fire Department and the Water Department.

/2/ State of California, California Administrative Code, Title 14 Division 6, as amended through 8 April 1980, Section 15143(c).

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The following effects would occur during construction of the proposed project.

TRAFFIC

- Up to 40 trips per day by trucks on construction access routes would be generated, including the trips required to haul excavation spoils and to deliver construction materials.

AIR QUALITY

- Dust (particulates) would be generated on the site, and in the project vicinity.

NOISE

- Noise levels would increase at residences surrounding the site due to grading, excavation and building construction activities.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS

GEOLOGY

- Excavation spoils would be exported from the site; the on-site erosion potential could increase.

Following construction of the project, the following effects would occur.

VISUAL AND URBAN DESIGN

- The visual appearance of the site would be altered and the project would be visible from near and distant perspectives.

- During the summer months, shadows created by the project would reach some adjoining rear yards and during winter months would reach some adjoining houses.

ECONOMIC ASPECTS

- The project, if viewed from an average cost standpoint, could generate projected average municipal costs that would exceed projected direct revenues.

TRAFFIC

- Approximately 1,200 vehicle trips per day would add to traffic volumes on Newhall, Bayview and Venus Sts., and Thornton and Topeka Aves., but would not cause the levels of service to change. Turning movements from Revere and Bayview Sts. onto Third St. would increase by 55%. The project would be affected by existing safety hazards on steep and narrow streets in the vicinity.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS

AIR QUALITY

- Emissions of hydrocarbons, particulates and carbon monoxide would add to cumulative local levels.

ENERGY

- Up to 276,000 kilowatt hours of electricity and up to 36 million BTU's of natural gas would be consumed per month.

VEGETATION AND WILDLIFE

- Wildlife would be displaced from the site due to urban development.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

NO PROJECT

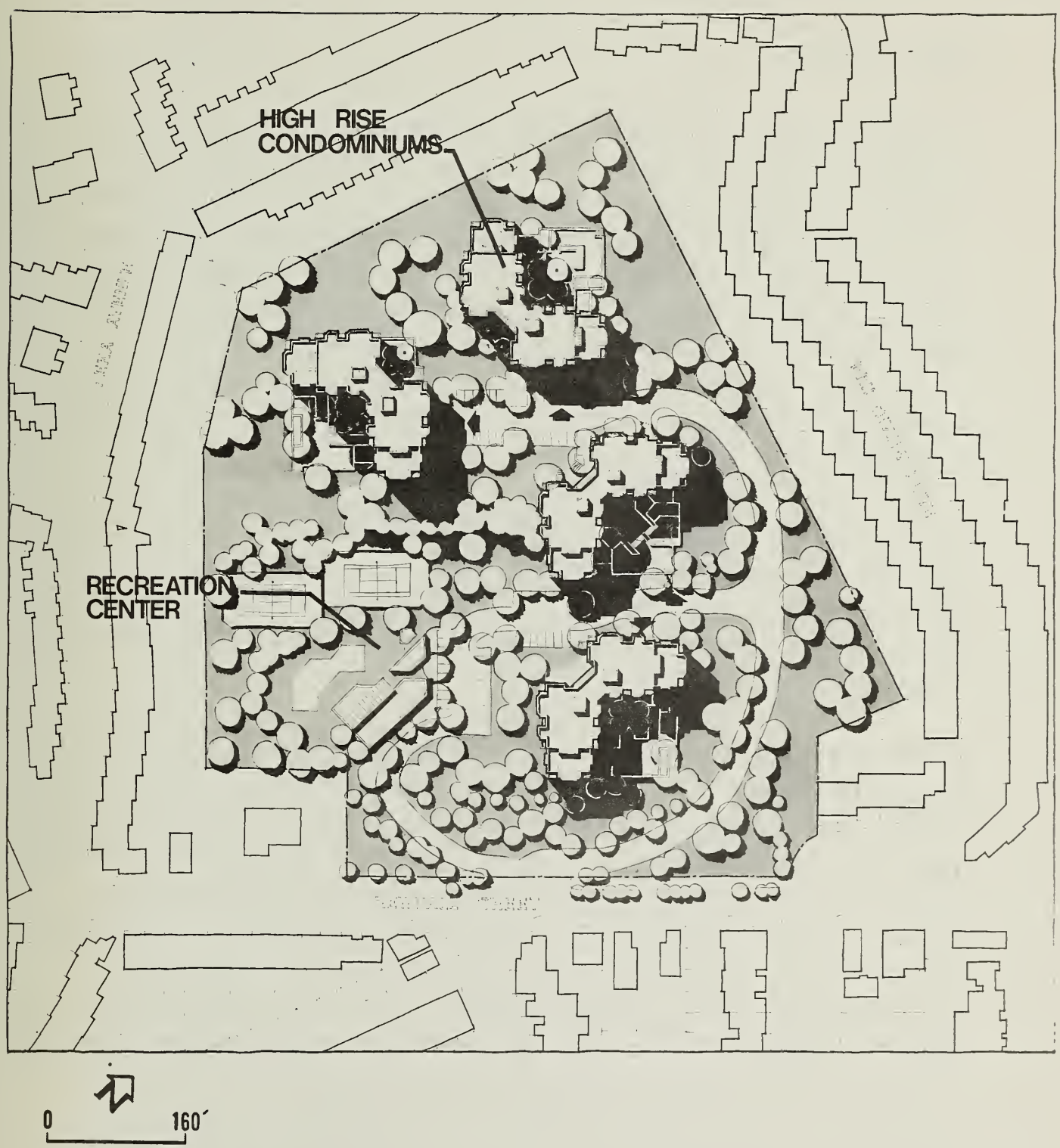
Under the no-project alternative, the site would remain vacant, with minimal or no use. The site would produce minimal tax revenues to the City, since it would be without improvements. Continued illegal use of the site as a dump for household goods would add to the debris strewn around accessible portions of the site. The possibility of a change in ownership would exist if the sponsors could not use the site for the intended purpose.

INCREMENTAL RESIDENTIAL DEVELOPMENT

Lots on part or all of the site could be sold for residential development by others. However, on-site improvements necessary for incremental residential development would have to include streets, lighting and other utilities. The environmental impacts associated with this alternative would vary, depending on the potential number and type of residential units developed on the site. This alternative was rejected by the project sponsors as being in conflict with the objectives of providing completed dwelling units for sale on the project site. Like the project as proposed, the density proposed by this alternative would provide the maximum number of dwelling units that could be attained under the RH-1 zoning classification, i.e., 11 per gross acre or 15 per net acre.

HIGH-DENSITY ALTERNATIVE

Under this alternative, four high-rise towers, each 12 stories in height and containing approximately 280 dwelling units, would be constructed on the site. A conditional use authorization for a Planned Unit Development would be required. An amendment of the Planning Code 40-ft. Height District also would be necessary and a change of use district from RH-1 to RH-2 would be required. As shown in Figure 19, recreational amenities on-site could include a swimming pool, tennis courts and jogging paths. Approximately 20 to 30% more landscaped open space would exist on the site, compared to the proposed project. The high-density alternative would be visible to all adjacent residents. An estimated 710 residents would be attracted to the site, approximately 400 more than the proposed project. An estimated 1,350 daily vehicle trips would be generated. Per-capita energy demand would be less than under the proposed project, but the total energy consumption would be greater. Preservation of some existing vegetation and a greater amount of open space would be less disruptive to native wildlife populations, compared with the proposed project. Other impacts would be similar to the proposed project. This alternative was rejected by the project sponsors because they contend that a large increase in construction cost would be required by concrete and foundation work, and because of the potential visual impact, the concerns expressed by nearby residents, and their conclusion that it would be less responsive to the current housing market demand. Total cost of the project would be approximately $18,000,000 in 1980 dollars.



SOURCE: Chin and Hensolt
Engineers, Inc.

FIGURE 19: HIGH DENSITY
ALTERNATIVE SITE LAYOUT

OTHER ALTERNATIVES

A number of other alternatives to the proposed project exist. Various mixes of townhouses and condominium units could be considered. One such combination was considered by the project sponsors but was rejected by them as too costly for the prospective market and not compatible with expressed neighborhood concerns for a lower, RH-1, density. This combination consisted of 186 condominium units in eight four-story buildings and 64 two- and three-story townhouses, for a total of 250 units and an on-site population of approximately 675 persons. A total of 424 on-site parking spaces would be provided and an average of 1,750 daily vehicular and transit trips would be generated.

Reclassification from RH-1 to an RH-2 (House, two-family) district would be necessary, and conditional use authorization for a planned unit development would be required under Seciton 304 of the City Planning Code. In general, impacts on the surrounding community would be proportionally greater than lthe proposed project.

Clusters of single-family row townhouses could be developed as a low-density alternative to the project with some space available as common open space. Although specific design studies for this type of alternative have not been made by the project sponsor, the number of dwelling units, built as townhouses with no sideyards, would be approximately the same as for the proposed project, i.e., 120 dwelling units. Individual lot sizes would be less than the 2,500 sq. ft. required in an RH-1 zoning district, resulting in approximately one acre of common, generally level, usable open space for project residents. Costs of maintaining the open space would have to be borne by the purchasers through a homeowners association levy or similar, but mandatory, form of private assessment. This alternative would require conditional use approval as a Planned Unit Development under the provisions of Section 304 of the Planning Code. The physical, traffic, and services impacts of this alternative would be the same as those of the project as proposed, but the visual appearance would differ as a result of less private open space and more common open space.

INSTITUTIONS

Prior to the development of the proposed project plan presented in this report, a number of organizations were approached for potential sale and development of the site./1/ Proposals to develop the site as a community college, art center or rest home were determined to be infeasible by representatives of such groups due to lack of necessary local and federal funding. Recreation and Park Department use was determined to be infeasible by the Recreation and Park Department due to the lack of necessary funding.

FOOTNOTE - Alternatives

/1/ M. Cappiello, Property Leasing and Sales Representative, Norris Beggs and Simpson, telephone communication, 10 October 1978.

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